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六拜禮 號一月九英港香 SATURDAY, SEPTEMBER 1, 1929. 日八十月七

THE EXTRADITION PROBLEM.

HONGKONG LAW TO BE AMENDED.

A NEW DEFINITION OF "CHINESE AUTHORITY."

IMPORTANT CHANGES.

The draft has been issued of an Ordinance to amend the Chinese Extradition Ordinances, 1889 and 1927.

The "Objects and Reasons" attached to the Bill state that the abnormal and almost unprecedented constitutional condition of China, and the constant shifting of authority there, make it very difficult to legislate on any subject which, like extradition, is of an international character. The Chinese Extradition Ordinance, 1889, Ordinance No. 7 of 1889, was recently amended by Ordinance No. 17 of 1927, but already fresh points have been raised or suggested, and further legislation seems necessary.

"Chinese Authority."

Section 2 of the new Ordinance substitutes a new definition of the term "Chinese authority." This new definition differs from the present definition in the following points:—

- It recognizes that the authority in any given part of China may rest in a body as distinct from a person.
- It enables the Governor to declare a person or body to have been a Chinese authority on some past date.
- It substitutes the words "area or place" for the word "territory," because the word "territory" might take its colour from the word "province" and might be held not to include a small area or place, though such area or place might be under the actual control of a separate authority.

Defining "Fugitive."

Section 3 substitutes a new definition of the term "fugitive criminal." The new definition differs from the present definition in the following points.

The present definition includes the case of a crime committed "on board a Chinese ship on the high seas." The new definition substitutes the words, "on board a Chinese ship outside the waters of the Colony." This avoids any question as to whether the crime was committed on the high seas or not, a point which sometimes gives rise to difficulty. It is true that the new phrase includes crimes committed in the ports or territorial waters of other states, but claims for surrender of a fugitive criminal by more than one state are already known to extradition law and are in fact expressly dealt with in some of the treaties. The point should not give rise to any practical difficulty.

Overcoming a Difficulty.

The present definition, taken in conjunction with the definition of the term "jurisdiction of China," seems to make it necessary to prove in every case that the crime was committed within the jurisdiction of some particular "Chinese authority." It may, however, be very difficult to ascertain who was the "Chinese authority" on any particular date. For example, a murder or robbery, which had no political significance whatever, might be committed at a time of transition of authority, and it would be very unfortunate if such a crime could not be dealt with. The new definition, therefore, includes the case of crimes committed "in any province or other area or place which in the opinion of the Governor forms or at any time has formed part of the Republic of China." This is intended to avoid the necessity of having to ascertain the actual "Chinese authority" at the date of the crime. It is not, of course, intended that acts duly authorized by a government subsequently ousted should be made the subject of extradition proceedings.

The present definition of "fugitive criminal" restricts the term to persons who are in Hongkong or who are suspected of being in Hongkong. The strict effect of

BRITISH GOLFERS OVERWHELMED.

AMERICA EASILY RETAINS WALKER CUP.

SEVEN OUT OF EIGHT.

Chicago, Aug. 31.

America has easily retained the Walker Cup in the golf contest here against Britain, winning all the foursomes and seven out of the eight singles.

To-day's results in the singles were:

- "Bobby" Jones (U.S.), beat Perkins (Britain), 18 up.
- Gunn (U.S.) beat Hardman (Britain), 11 and 10.
- Oulmet (U.S.) beat Hazlet (Britain), 8 and 7.
- Sweetser (U.S.) beat Hope (Britain), 5 and 4.
- Von Elm (U.S.) beat Tweddell (Britain), 3 and 2.
- Johnstone (U.S.) beat Storey (Britain), 4 and 2.
- Mackenzie (U.S.) beat Martin (Britain), 2 and 1.
- Torrance (Britain) beat Evans (U.S.), 1 up.

The British team played better to-day than in the foursomes yesterday, and at lunch time they were leading in three of the matches. "Bobby" Jones "made mincemeat" of Perkins, who could not do better than 84, compared to Jones' perfect 70.—*Reuter's American Service.*

INDIA'S POLITICAL ASPIRATIONS.

NEHRU REPORT IS WIDELY FAVOURED.

Lucknow, Aug. 31.

Punjab and Bengal Hindu and Muslim leaders have informed the All-Party Conference that they have accepted the Nehru Report providing for a joint electorate without the reservation of seats, on condition that adult suffrage is granted and the system made subject to revision in ten years.

The Conference has adopted the Nehru Report, and in this connection the Conference has resolved that Hindi Urdu will be the language of the Indian Commonwealth and that English will be optional.—*Reuter.*

RAILWAY OFFICIAL'S DEATH.

SEQUEL TO MOTOR CAR ACCIDENT.

Moscow, Aug. 31.

The death has taken place here of M. Lashevitch, who is the Assistant Chairman of the Chinese Eastern Railway.

He was injured in a motor car accident in May, and his condition became hopeless following on the amputation of his right leg and the setting in of embolism.—*Reuter.*

U.S. LABOUR PROTEST.

BRITISH LECTURER'S VISIT PREVENTED.

Washington, Aug. 31.

As the result of representations made by Labour circles, the State Department has cabled Mr. Hulshead, the United States Consul-General in London, asking him why he refused to give the passport of Mr. Mark Starr, the British Labour organizer, thereby preventing him from visiting the United States in connexion with a course of lectures on the British Labour movement at the Brookwood Labour College.—*Reuter's American Service.*

this is that a magistrate is not entitled to issue his warrant under Section 8 of the principal Ordinance if the accused is only believed to be on his way to the Colony. The new definition therefore, extends the term to the case of persons who are, or who are suspected of being, on their way to the Colony.

(Continued on Page 16.)

SOLDIER'S GRAVE ASSAULT.

K.O.S.B. PRIVATE GETS THREE MONTHS.

ASSAULT ON CHAUFFEUR ON TAIPO ROAD.

London, Aug. 31.

Arising out of the incident at Taiipo on the evening of August 20, when Private R. Pritchard, of the King's Own Scottish Borderers, hit the chauffeur of a public motor car on the head with a brick wrapped up in a towel, the soldier was tried at Taiipo by the District Officer, (Mr. J. A. Fraser) on Monday, when the offence was found proved and the defendant sentenced to three months' imprisonment.

In sentencing the man, Mr. Fraser told him that such conduct affected the prestige of the European community and the Army itself. It was a serious matter and therefore accused would have to go to prison for three months.

Assault at Lonely Spot.

The evidence given was to the effect that the defendant engaged the motor car at Kowloon on the

SHANGHAI CHINESE RESTIVE.

Affronted at Closure of Bureau.

STATUS OF CONCESSIONS.

Shanghai, Sept. 1.

The Nationalists here are restive at the closure of the Publicity Bureau and feel affronted at the claim of the Settlement to sovereign soil. They state that this is all the more reason to adjust the status of the Concessions. Chinese newspapers are indignant and are attacking the Council.—*Our Own Correspondent.*

evening in question and took a trip round the New Territories. He stopped the car at a lonely spot at Taiipo and left it. He returned, however, and on doing so he produced a towel in which was wrapped a brick, and he hit the driver on the head with this improvised weapon.

What the defendant did immediately after this action there was no evidence to show, but another car passed the spot and the injured driver called for help and ran after the other car. He explained what had happened to the newcomers and a halt was made at the house of a Taiipo resident.

Gave Himself Up.

A party of Europeans afterwards returned to the spot where the driver had been attacked, whereupon the defendant appeared from the side of the road and gave himself up. The matter was then placed in the hands of the police.

Private Pritchard, who was charged with assault occasioning bodily harm, admitted striking the chauffeur and said that he had no money with which to pay for the car.

BELGIAN ROYALTY.

WELCOMED BACK FROM CONGO TOUR.

Antwerp, Aug. 31.

The King and Queen of Belgium received an enthusiastic welcome on their return from a tour in the Belgian Congo.—*Reuter.*

OBITUARY.

DEATH OF DR. ANDRE WEISS.

The Hague, Aug. 31.
The death is announced of Dr. Andre Weiss, the Vice-President of the Hague Permanent Court of International Justice.—*Reuter.*

GIGANTIC LINER ORDERED.

WHITE STAR'S CHALLENGE TO CUNARD LINE.

60,000 TON BOAT.

London, Aug. 31.

The White Star Line to-day stated that their new Atlantic liner, now being built at Belfast, will be 60,000 tons. It will therefore be the biggest ship in the world, exceeding the Majestic by 4,000 tons and the Leviathan by 6,000 tons.

This announcement comes in the nature of a challenge to the Cunard Line, following rumours along the North East Coast shipyards that the Cunard Line have placed an order for a new gigantic liner. While denying rumours that an order has been placed the Cunard Line to-day admitted that they were considering building a new ship. It is understood that preliminary estimates from various shipyards for a new Cunard liner have been considered, but that no decision has yet been reached.

The keel of the new White Star liner is at present being laid by Messrs. Harland and Wolff at Belfast. The ship will take three years to complete and will cost about £5,000,000. It will be used on the Southampton-New York service.—*British Wireless.*

MORE KOWLOON BUSES.

TWO FINE FLEETS OF THORNYCROFTS.

That local enterprise is thoroughly alive to the importance of modern motor bus passenger transport services, is again exemplified by the recent delivery to the China Bus Company, Kowloon, of ten Thornycroft chassis known as the "A2 Long" low loaded type, on which locally built bodies to accommodate 25 passengers are being erected. This order is further to seven of these excellent vehicles which were delivered to the same Company in November last, and it is doubtless owing to the satisfaction of the initial fleet, that this large repeat order has been placed.

It is a source of satisfaction to know that Kowloon's passenger transportation services are being developed on lines comparable with any city in the world, for such vehicles as those produced under the famous name of Thornycroft, represent the finest product of British motor engineering.

The Kowloon Motor Bus Company has also chosen Thornycroft, and an order for ten of the "UB Forward" type has just been executed by the Hongkong office of the manufacturers. The bodies for these are also being built locally, and when completed, the accommodation will be for 25 passengers.

Messrs. John I. Thornycroft and Co., Ltd., are, of course, directly represented in Hongkong, and the maintenance of a local office ensures that most desirable state of direct relationship between the actual manufacturers and the users of their products, either in the case of marine or road transportation.

THE PEACE PACT.

SOVIET IS WILLING TO SIGN.

Moscow, Aug. 31.

In a lengthy Note to M. Herbet, the French Ambassador to Moscow, in reply to the United States' invitation, M. Litvinoff has announced the Soviet's willingness to adhere to the Kellogg Pact.—*Reuter.*

More Adherences.

London, Aug. 31.
Yugo-Slavia and Rumania have intimated their intention of signing the Kellogg Pact.—*Reuter.*

HEAVY CRICKET SCORING.

HARLEQUINS DEFEAT WEST INDIES.

YORKSHIRE EASILY BEAT GLAMORGAN.

KENT'S BIG SCORE.

All other happenings in the cricket world this week have been overshadowed by the very heavy defeat inflicted on the West Indies' team at Eastbourne by the Harlequins, the margin being no less than an innings and 105 runs.

The huge total of 676 runs for eight wickets was compiled by the Harlequins, there being one double century by C. Knott and two individual centuries by Bettinson and Evans in their only visit to the wicket.

Innings' victories were also gained by Nottingham at the expense of Worcester, and by Yorkshire at the expense of Glamorgan.

RESULTS AT A GLANCE.

Surrey won on the first innings v. Leicester.
Kent won on the first innings v. Middlesex.
Lancashire won on the first innings v. Derbyshire.
Somerset won on the first innings v. Warwick.
Hampshire defeated Sussex by 134 runs.
Harlequins defeated West Indies by an innings and 105 runs.
Notts defeated Worcester by an innings and 21 runs.
Yorkshire defeated Glamorgan by an innings and 112 runs.

HONOURS LISTS.

The principal individual performances were as follows:—

Batting.	
C. Knott (Harlequins)	261*
Oldroyd (Derbyshire)	162
Bettinson (Harlequins)	127
Evans (Harlequins)	124
Watson (Lancs.)	122
Hallows (Lancs.)	117
Barling (Surrey)	111*
Hendren (Middlesex)	106
Hobbs (Surrey)	101
Small (West Indies)	98
Chapman (Kent)	91
* Not Out.	

Bowling.

Macaulay (Yorks)	7 for 57
Rhodes (Yorks)	6 for 56
Boyes (Hants)	6 for 64
Larwood (Notts)	6 for 42

WIN FOR SURREY.

Hobbs and Barling Make Centuries.

Playing at the Oval, Surrey gained first innings' points against Leicestershire, the feature of the match being that two centuries were scored in Surrey's first innings—Hobbs making 101, and Barling 111 (not out). These were the only outstanding performances. The scores were:

Leicester, 242.	
Surrey, 422, for 6 wickets.	
Leicester, 241, for 6 wickets.	

KENT'S BIG SCORE.

Middlesex Are Forced To Follow On.

Kent gained a very easy first innings' advantage over Middlesex, at Lord's, forcing the home side to follow on. Although Kent put up the big score of 539 for nine wickets, no batsman reached the century mark, Chapman being highest with 91 to his credit. For Middlesex, Hendren made 106. The scores were:

Kent, 539, for 9 wickets (decl.).	
Middlesex, 304, and 223 for 6 wickets.	

DERBY OVERSHADOWED.

Lancashire Get 1st Innings Points.

Playing at Blackpool, Lancashire completely overshadowed Derbyshire, but were only able to gain first innings' points. In Lancashire's only innings, the big score of 287 was compiled for the loss of only three wickets, Watson making 122 and Hallows 117. The scores were:

Derbyshire, 163.	
Lancashire, 287, for 3 wickets.	
Derbyshire, 105 for 3 wickets.	

(Continued on Page 12.)

Bulls and Inners

From the Office Butts.

G.O.W. calling:—Cricket talk to be broadcast to-night:—"The dancers need plenty of brain-power. Reel and Fall of the Reaming power. Partly no doubt, in order to remember the different names they keep giving to the same old named Roundel in future."

If Shanghai isn't careful it will be named Roundel in future.

"Reader:—What would we do if we were left a million dollars? Nothing."

From the Chamber of Commerce report:—"An enquiry is to hand of interest to importers of dried meat from India." Now we know where some of these landladies got their joints.

A correspondent points out that in a recent heading the Telegraph had a boy "cained." Why not? The policeman was able to do so. Help!

To-day's proverb:—"A feather in your cap is much more important to a bee in your bonnet."

"Enquirer:—Don't joke. Phlebitis is a painful disease and has nothing to do with scratching."

Judging from the continuance of crime in Shanghai, it's become a permanent wave.

With all the nations agreeing to the No-War Pact, we're beginning to wonder what's wrong with it.

Blue dress suits are coming into fashion in London. When the vogue is green, Hongkong will be able to lead the way.

Measurements of one 25,000,000th of an inch have been decided not to give an Elatedford made by a scientist. This would at the will be detailed for other duties. capacity of a ferry boat.

"Turtles live 200 or 400 years because they don't think," says a naturalist. Some folk we know must be older than they admit.

Never mind. It's better to pose than decompose.

A heading we may yet live to read:—"Tattoo Sensation: Haggis Runs Amok: Ambulance Corps Overcome."

"Meery Defendant Sentenced" says a contemporary. Now we suppose he was soory.

To-day's stray bat from the belfry:—"How can you lock a pole vault?"

Some officious person says that the motor car is "a menace to wild life." But maybe he hasn't tried the experiment of leading one with a little gin.

And all your wild entreaties does but mock.

Quito shuts her ears to everything that's told her.

And even uses words which tend to shock.

You may get tired—but let your passion smoulder.

Until you can return a little bolder.

But you must learn before you are much older.

That she'll respond to Hongkong's Edinburgh Rock.

The D.P. golf expert speaks of ill struck shots burying themselves "with a sickening thud" in the Bog at Fanning. Deah me!

Water was up to the ears of the man who crossed Niagara Falls in a rubber ball the other day. And, above the ears, what?

"Wealthy Americans visiting England usually bring their own cars with them," says a London Journal. They, of course, use British pedestrians.

The Protection controversy at Home suggests that the Government is faced with a Jix-saw puzzle.

A local lady was found browned on the Repulse Bay beach last week-end.

A large bird with an enormous bill, has been discovered in Manila. Experts have named it "The Landlady."

A doctor says exposing legs to the sun thickens them. In other words, the prodigal sun produces the fatted calf.

As Hongkong Welshmen have decided not to give an Elatedford made by a scientist, the ambulance men will be detailed for other duties.

According to Tunney, Bernard Shaw advised him how to lick Jack Dempsey. Undoubtedly novel advice.

There is no truth in the rumour that, Singapore having protested against additional expense in connexion with the new naval base, the Hongkong Government proposes to send another \$2,000,000.

From a contemporary:—"Cricketers are trained for the annual fighting season which is on at present. The best ones can only be caught when seeking a mate at night." Bowling a maiden over!

Great words of little wives:—"Where have you been and where did you get the perfume?"

A correspondent points out that the Post used the word "Austrian" in place of "Austrian." Doesn't that just go to prove what a long way it was to Tipperary?

"Radio:—The answers to your questions are as follow:—(1) All good acts have knobs? (2) Perhaps it was an imitation of a ship going down at sea or the French Revolution; (3) You don't have a wireless fan; you smother him."

Many studies are persuaded but few are caught.

To-day's best howler:—"In the United States people are put to death by elocution."

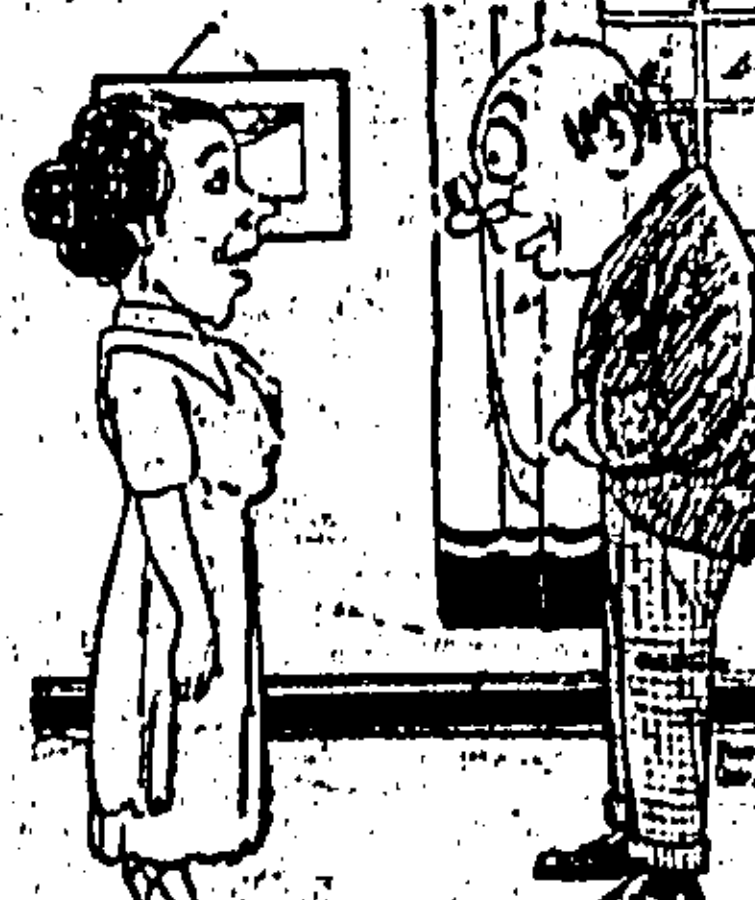
To our youthful correspondent we return felicitations, but please do not make sport of the poor Editor. You may be one yourself some day.

A wag writes to suggest that of the big floating dock "on its way to the Dairly Farm he asked to supply lights to the Tattoo."

A contemporary prints a picture of the big floating dock "on its way to the Dairly Farm he asked to supply lights to the Tattoo."

This would appear to be a base mistake.

The Protection controversy at Home suggests that the Government is faced with a Jix-saw puzzle.



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ARMS POSSESSION.

CHINESE HOUSEBOY GETS FIVE YEARS.

A sentence of five years' hard labour was imposed on a Chinese who appeared at the Kowloon Magistracy yesterday on a charge of possession of one revolver and two rounds of ammunition.

The case was taken by two Magistrates, Mr. W. Schofield and Major C. Willson.

When the charge was read to the defendant he pleaded guilty. Sergeant Mottram, who was prosecuting, informed his Worship that on August 18, a Chinese detective received information regarding a man with a revolver. This detective together with a colleague went to Temple Street and proceeded in a northerly direction. When they reached Jordan Road the defendant was pointed out to them.

The two detectives approached the defendant from behind, one of them seizing him by his right arm whilst the other held the man on the left side. A short struggle followed and the detectives observed that the defendant's aim in the struggle was to attempt to draw his revolver. One of the detectives tried to seize the hands of the defendant, whilst the other, realising the defendant's object, drew his own revolver and shot him in the leg.

The ambulance was then sent for and the nearest Police Station notified. When Sergeant Mottram arrived on the scene he found the defendant lying on the ground.

Dr. Mellon's Revolver.

The revolver, it was later discovered belonged to Dr. Mellon. The defendant who was a house boy, employed by Dr. Mellon, had a special key to one of Dr. Mellon's trunks in the latter's bedroom. At the time of the occurrence Dr. Mellon was out of the Colony. Defendant had informed the police that a man named Ah Wan had ordered him to go and fight somebody in Mongkok. The defendant, however, was not able to give the surname of Ah Wan, nor his occupation nor place of abode.

Asked by the Magistrate whether he had anything to say, defendant said that for some time past he had been bullied by members of a certain triad society. A sum of \$30 had been demanded from him by that society and on the advice of some friends he had seized his master's revolver and gone out that night, with a view to settling with some of the men who were terrorising him.

Sergeant Mottram said that Dr. Mellon had stated that he had no ammunition whatever in the house. Asked where he found the two rounds, the defendant told the Magistrates that he found it in other parts of his employer's house.

Their Worships, after commending the Chinese detective for the plucky manner in which they tackled the defendant, passed sentence of five years' hard labour.

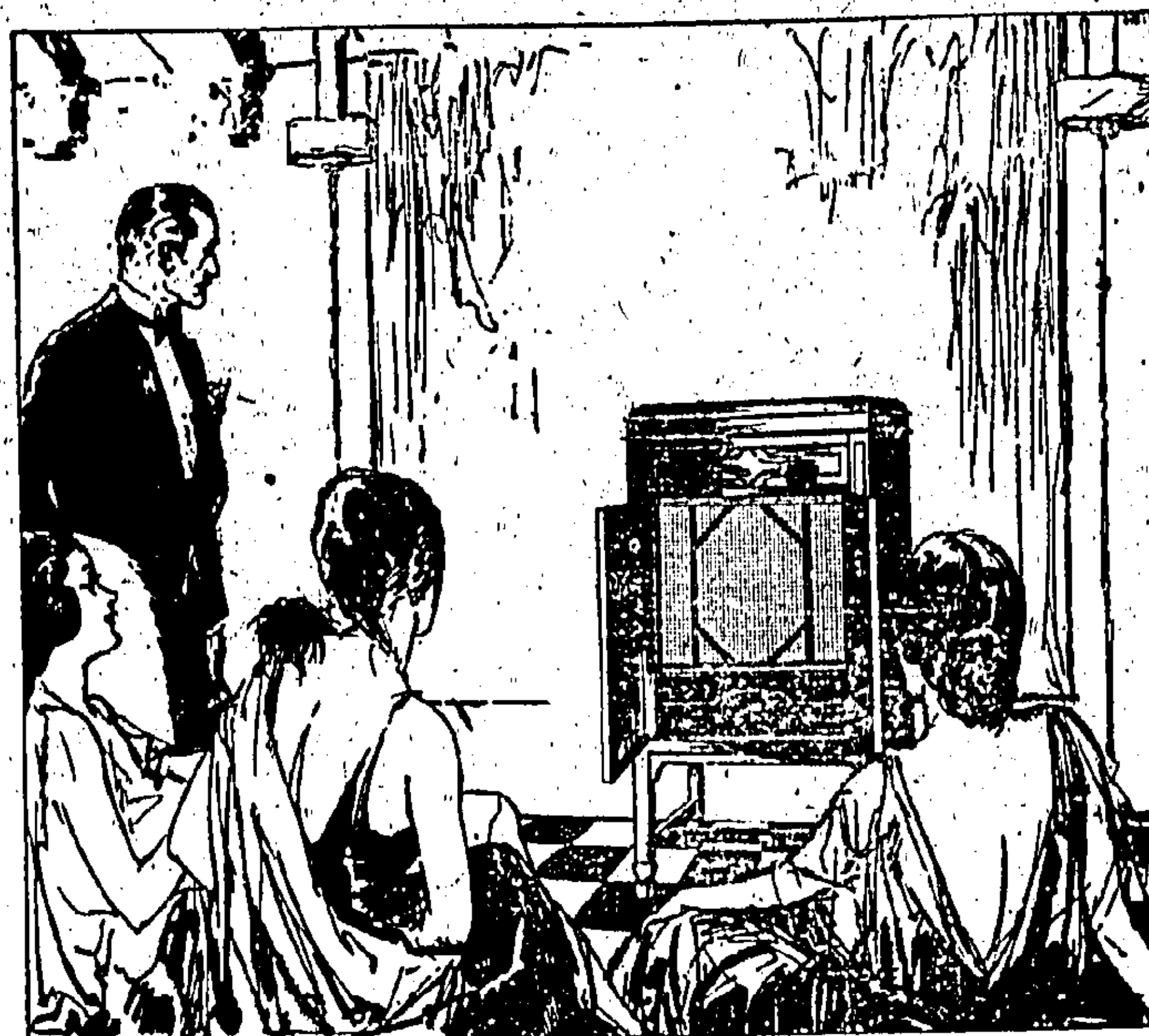
MR. ANDREWS EXPLAINS.

EXPEDITION AUTHORISED BY GOVERNMENT.

Peking, Aug. 31.
Mr. Roy C. Andrews discussed the detention of his specimens with the *Charge d'Affaires*, Mr. Perkins, this morning. It is understood that Mr. Andrews' position is that he went on the expedition with the sanction of the Government then existing in Peking and Mr. MacMurray sponsored the trip, seeing them off beyond Kalgan.

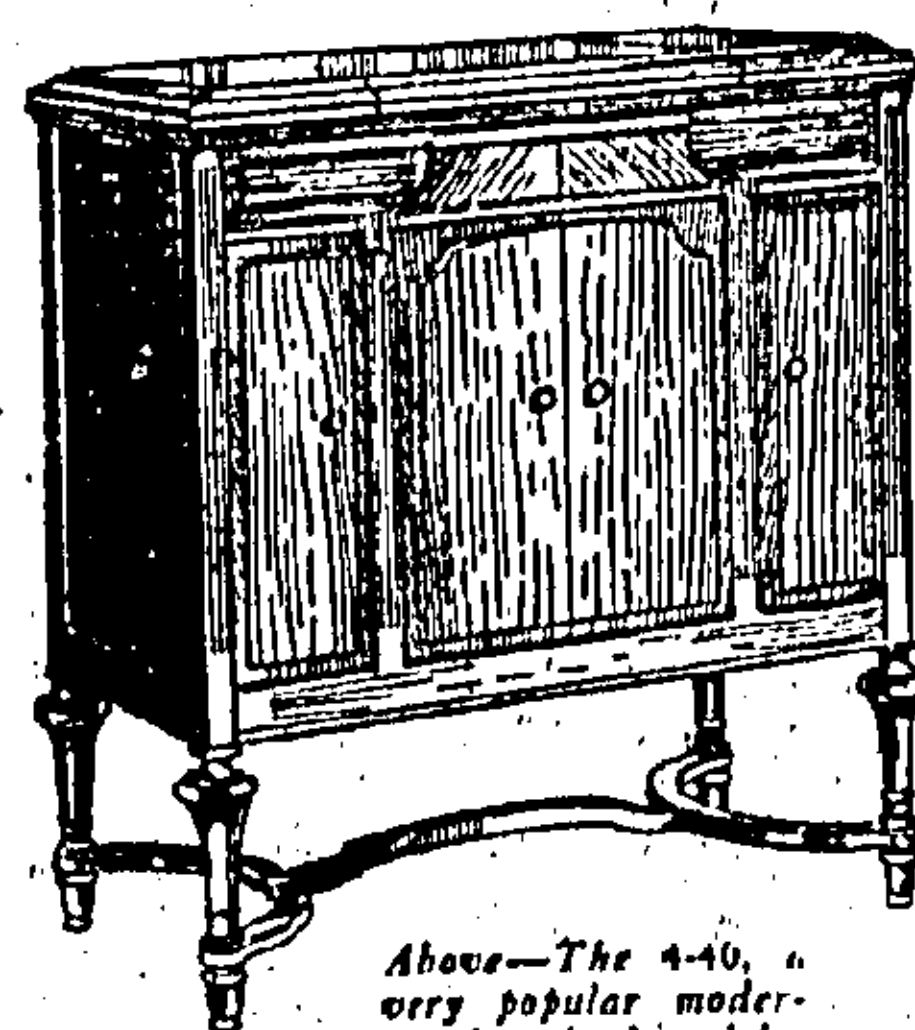
Mr. Andrews declared that the relics cannot be considered curios as they have no market value, but are valuable only for scientific purposes. He ridicules the suggestion that he prospected for oil. He has not yet been officially informed that his boxes have been detained.—*Reuter*.

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SALESMAN SAM

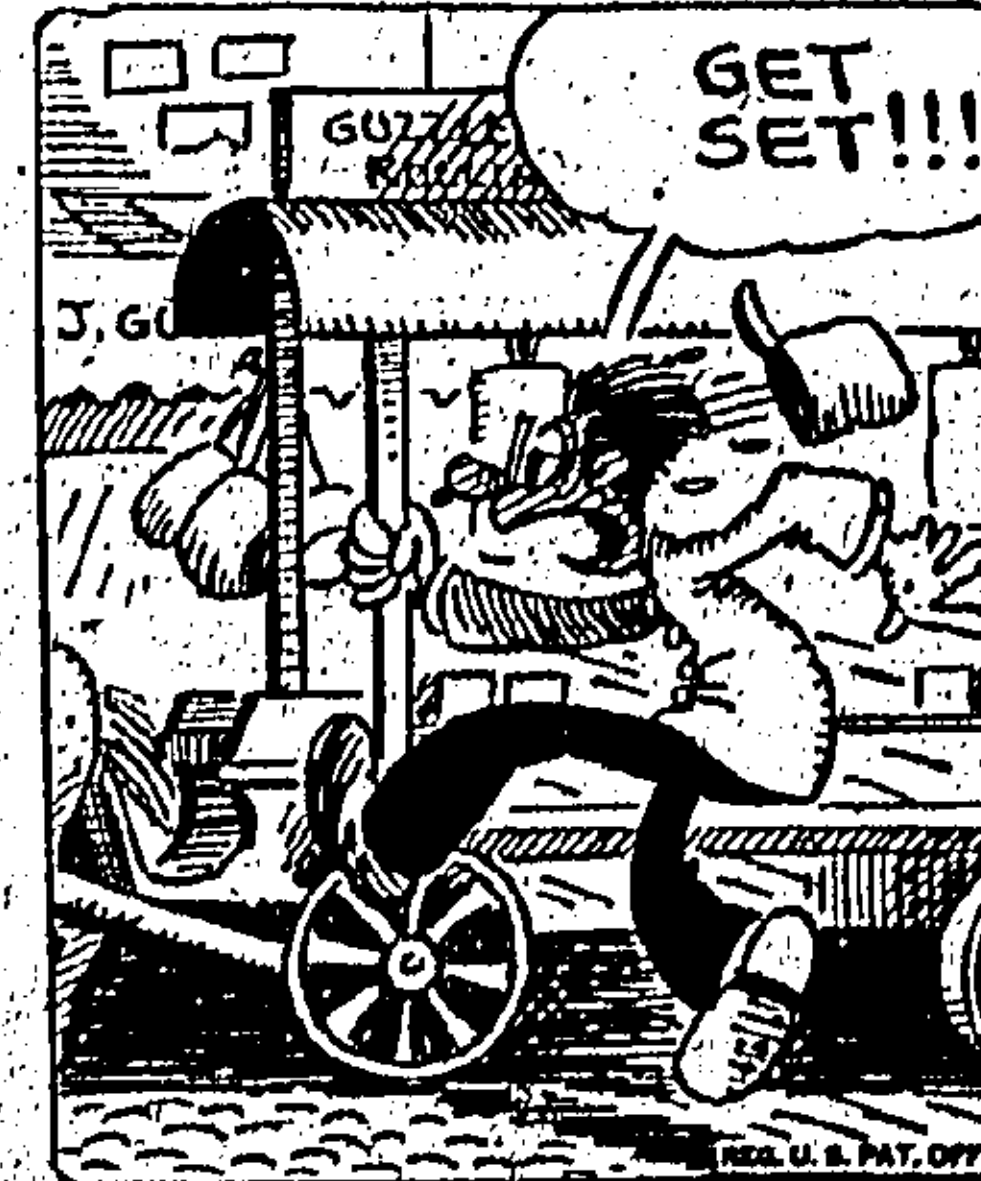
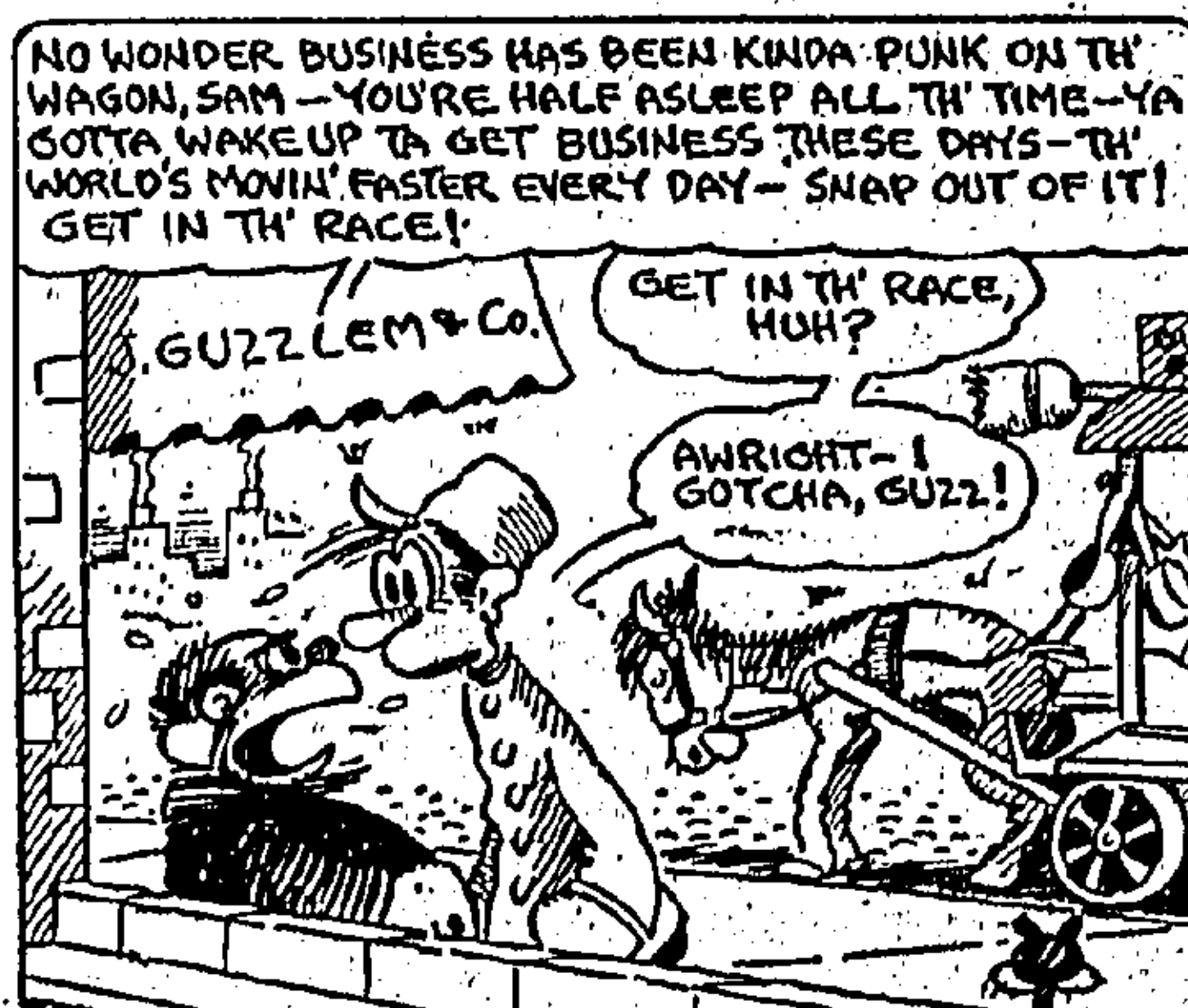
Sam Wins! But What?

By Small

Avoid colds

By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for

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Emulsion
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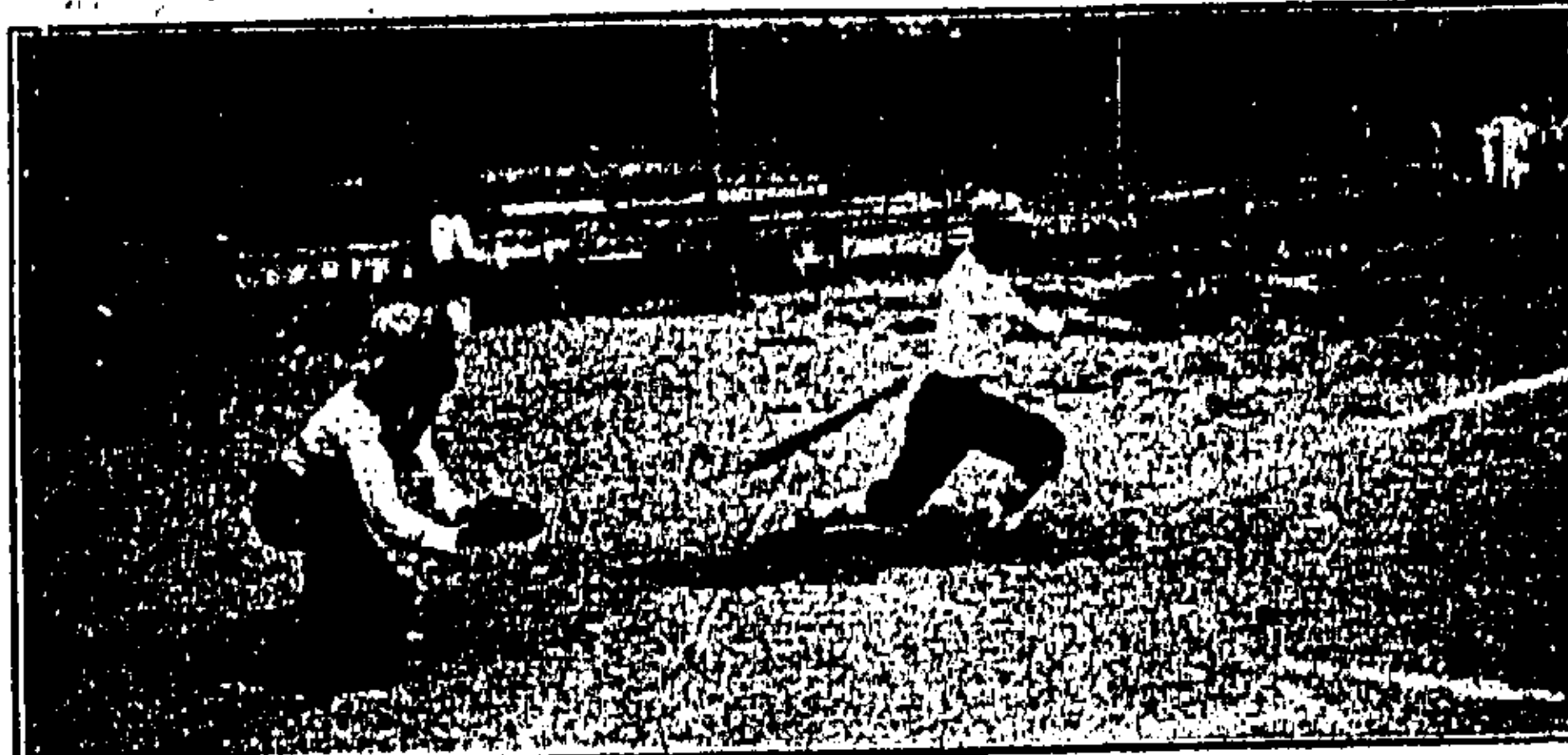




Photographs taken at the funeral of the late Corporal Robert Hallet, Royal Marines. Left, remains being drawn on gun carriage to the Roman Catholic Cemetery; right, coffin being brought out from the chapel at the Cemetery for interment. (Photos: Mee Cheung).



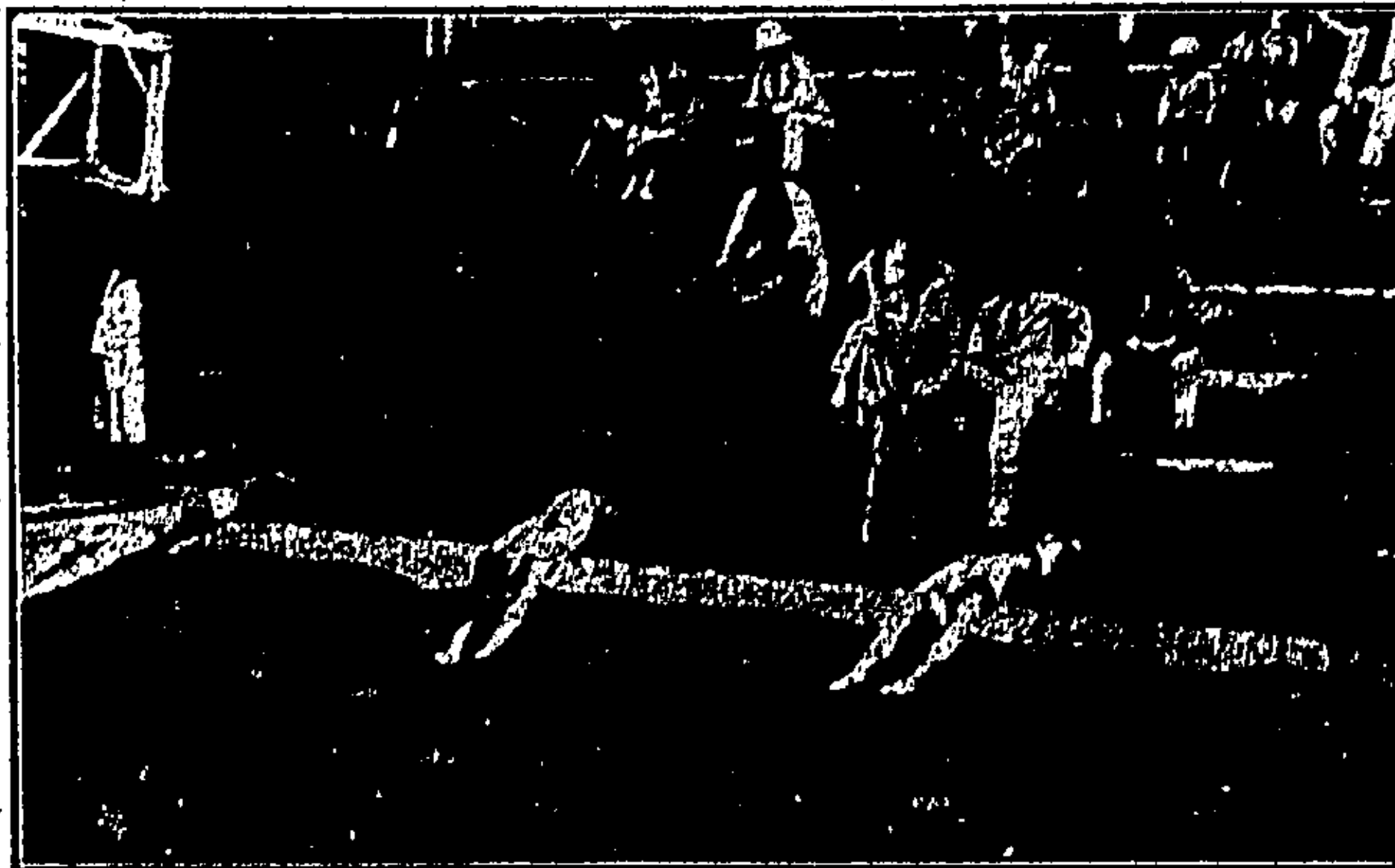
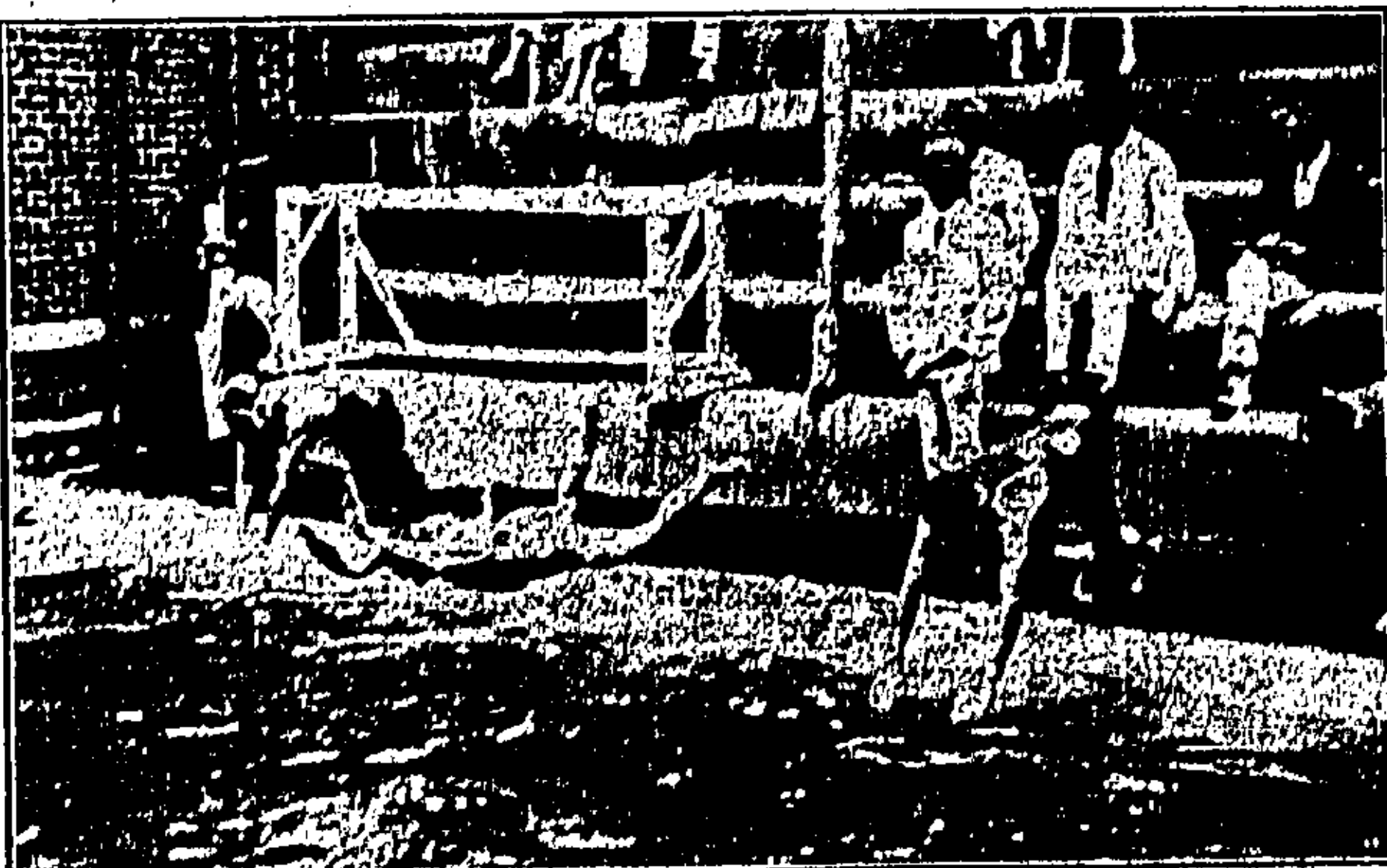
Above are three distinguished Chinese brothers. In the centre is Dr. Wang Chung-hui, D. C. L. (Yale), Minister of Justice of the Nationalist Government, who has recently been in Hongkong. On the left is Dr. C. Y. Wang, M. D., B. Sc., D. P. H., F. R. C. P. (Edin.), Professor of Pathology at the Hongkong University. On the right is Dr. C. C. Wang, M. D., Ch. B. (Edin.), formerly Lecturer on Anatomy at the University College, London, and Research Fellow of the University of Edinburgh. (Photos: Mee Cheung).



Action pictures taken at the Chinese Interport baseball match, which took place at Happy Valley on Sunday. Shanghai won the series. (Photo: Mee Cheung).

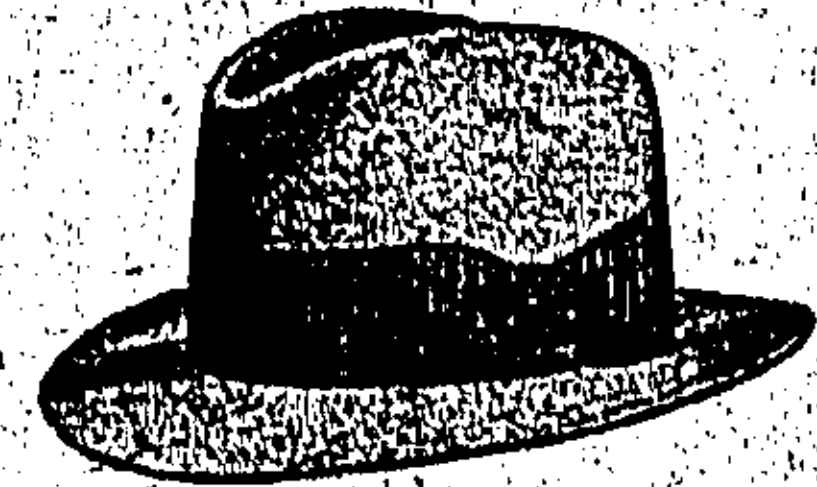


Above are seen relay races in progress at the Royal Artillery aquatic sports at the V. R. C. on Saturday last. The Inter-Company race was won by Headquarters Wing. (Photo: Mee Cheung).



Two excellent snapshots of starts at the Royal Artillery Aquatic Sports held at the V. R. C., on Saturday last. Various styles of "take off" can here be studied. (Photo: Mee Cheung).

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295, 300, 301, 305, 306, 315
344, 353, 371, 374, 376, 381
385, 411

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WANTED.—English Nurse for two children; four and six years. Afternoons only. Write to Box No. 413, care of "Hongkong Telegraph."

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FOR SALE.—Furniture, complete for bedroom, dining room, drawing room. Also Canton Blackwood-Ware. Apply The Peak No. 185, Mount Kellett Road.

FOR SALE.—One auto Dodge Sedan, seven seater, new tyres and paint, machine and body in excellent condition for \$950.00 only. Owner is leaving the Colony. Must apply before the second of September at No. 2, Peking Road, Kowloon.

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TO LET.—2nd and ground Flats, 22, Ashley Road, Kowloon. Light and airy. All modern conveniences. For terms, Apply Mrs. Litton, 21, Ashley Road, ground floor.

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TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East, Phone C.547.

TO LET.—1st floor, No. 2, Granville Road, Kowloon. Apply to Kwong Fat Yuen, 33, Des Voeux Road West, Hongkong.

TO LET.—Four Roomed flats furnished or unfurnished with all modern conveniences. Ready for occupation. Apply to Xavier Bros. Ltd., 2, Queen's Road, Phone 3216 or 2722.

TO LET.—Large airy double or single rooms with bathroom attached in central district three minutes from town. Terms couple \$230, single \$120, excellent service. Apply Box No. 412, care of "Hongkong Telegraph."

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New Advertisements.

GRAND TATTOO SCENARIO REHEARSALS.

AT THE CITY HALL.
TUESDAY, 4th Sept. at 8.30 p.m.
THURSDAY, 6th Sept. at 8.30 p.m.
There are a few vacancies. Ladies and Gentlemen willing to assist are requested to attend at the CITY HALL, at the above Rehearsals.

NOTICE.

We have this day moved our offices to Kayamally Building, No. 32, Queen's Road Central.
HAZELAND & GONELLA.

NOTICE.

LADIES RECREATION CLUB.

An American Tournament will be held on September 22, 1928, commencing at 2.30 p.m. sharp. Players to enter in pairs. Sealed handicap. A fee of \$1.00 will be charged for each Player. Entries may be sent to:—
The Hon. Secretary,
c/o Ladies Recreation Club,
Peak Road.
Envelopes to be marked "American Tournament."

ST. STEPHEN'S COLLEGE.

School re-opens September 10th Examination for New Students Saturday, September 8th at 9 a.m. For prospectus, for boarders and day boys apply.

ST. STEPHEN'S COLLEGE.

Prospect Place.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Sixth Extra Race Meeting to be held on Saturday, 6th and on Monday 8th October, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at 12 o'clock noon on Saturday, 22nd September, 1928.

CHURCH NOTICES.

To-morrow the Thirteenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, September 2, 1928; 13th Sunday after Trinity; Holy Communion 8 a.m.; Military Service 9.30 a.m.; Children's Service 10.15 a.m.; Peak Sunday School 10 a.m.; Matins 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: Rev. P. Blanchett.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Man." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass. U.S.A.

G. R.

Particulars and Conditions of the Sale by Public Auction to be held on Monday, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon, in the Colony of Hongkong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No.	Area	Boundary Measurements	Annual Rental	Upset Price
No. 2135	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2136	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2137	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2138	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2139	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2140	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2141	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2142	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2143	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2144	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2145	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2146	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2147	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2148	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2149	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00
No. 2150	1.5000	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet	\$10.00	\$10.00

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 3rd September, 1928, commencing at 11 a.m., at No. 5, Chatham Road, Kowloon

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue).

On view from Sunday, the 2nd September, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Hongkong, August 29, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 4th September, 1928, commencing at 2.30 p.m., at their Sales Room, Duddell Street

A Valuable Collection of Curios comprising:—

Porcelain Bowls, Vases, Plates, Cups, Agate, Crystal and Jade Articles, Bronze Vases, Iron Pictures, Carved Lacquer Tables, Chairs and Cupboard, Embroideries, Blackwood Joss Table, Blackwood Folding Screen with Porcelain Inlaid, etc., etc.

On View from Monday, the 3rd September, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

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"THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

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CREDIT FONCIER
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4th Floor,
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MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse
37, Queen's Road C, 2nd floor.

MR. THOMAS ON THE RAILWAY PACT.

"NEVER PROUDER OF ANY SETTLEMENT."

Mr. J. H. Thomas, M.P., addressing a Labour demonstration at Taunton recently, referred to the railway settlement.

"Already," he said, "I see an attempt is being made to belittle and decry the agreement (Cries of 'Shame')."

"I say with all solemnity that I never worked harder nor strove harder under more difficulties than I did in this settlement, and though it involves a reduction I have never been prouder of a settlement than I am of this one." (Cheers.)

"A number of people would have told me that I was wrong. I did not believe that was the right policy. I boldly said on your behalf that the prosperity and the development and the future of the railway companies was as much the concern of the humblest platelayer as it was the chairman of the board of directors."

"I said that if a sacrifice is to be made, if a contribution is necessary, then we are not going to call upon those at the bottom to make all the sacrifice and ignore those at the top of the tree."

"For the first time not only in railway history, but in the history of industrial labour an agreement recognising and setting out in black and white terms which include an all-round sacrifice has been reached." (Cheers.)

The alternative of saying we refuse a reduction meant that we should have had to have tested our position by a withdrawal of labour. I should have been unworthy of being your leader if I had not said it was a thousand times better to have a settlement such as has been arranged, than to have had the brute force which would have resulted from a dispute involving the withdrawal of work."

"I have every confidence that next Wednesday week, in spite of abuse, I shall hear the action of your executive and myself endorsed by your governing body absolutely and almost unanimously."

Referring to a speech made at Taunton by Mr. Churchill, Mr. Thomas said that the Chancellor was almost the greatest comedian of modern times. People often paid large sums of money to see quick change artists at the music halls, but certainly in the political arena no one could stand a chance against Mr. Churchill in such a role. (Laughter.)

"Winston is not really welcome in the Tory Party," said Mr. Thomas. "They admit his brains because he has plenty, but there are two hundred hard-headed Tories who are saying privately that they would have liked to strangle Winston before he made his speech last Tuesday."

GERMANY'S WILL TO WAR.

AMBASSADOR ON KAISER'S VOLATILITY.

KING EDWARD BLUNT.

Important sidelights on the origins of the Great War are supplied in a new instalment of British diplomatic documents, just issued, which covers the period of the Morocco crisis and German intransigence in 1905-6.

It has been given the title of "The Testing of the Entente."

A pen portrait of the Kaiser by Sir Frank Lascelles, British Ambassador in Germany at the time, makes piquant reading. Sir Frank quotes Dryden's famous epigram on Buckingham in this connexion, and finds the German Emperor "was everything by starts and nothing long."

The late King Edward's marginal notes on British diplomatic correspondence are among other interesting features of the volume. His comment at one point on German action is "A case of bullying, as usual." Finally Sir Edward Grey, faced with the possibility of Franco-German war, writes just as though the situation of 1906 were that which actually met him in 1914.

A further instalment of the diplomatic documents dealing with the origins of the war was published recently in the third volume of "British Documents on the Origins of the War, 1898-1914," edited by G. P. Gooch and H. Temperley, with the title of "The Testing of the Entente, 1904-1906" (Stationery Office, 10s. 6d. net).

Several important papers are given—publication for the first time, and the period covered includes those difficulties which arose immediately after the establishment of the Entente Cordiale, especially in connexion with Morocco.

Probably the most striking feature of this volume will be held to be the admirable pen portrait of the Emperor William II., drawn by Sir Frank Lascelles, who, as Lord Lansdowne once said, "enjoyed so special a position in the confidence of the Emperor."

The British Ambassador in Berlin, writing in 1907, emphasises the Kaiser's "various and sometimes contradictory qualities."

"The Emperor certainly possesses great and varied knowledge, and is very quick in grasping the meaning of what is said to him, but this quickness is not an unmixed advantage, as it is not unfrequently causes his Majesty to jump at a conclusion without giving sufficient consideration to all the conditions of the case. It has been pointed out to me that when a question is submitted to his Majesty he is apt to at once express an opinion, and when the same question is again submitted from a different point of view, he very probably may pronounce a very different opinion."

After referring to the well-known impulsiveness of the Emperor's character and the exaggeration in which he is in the habit of indulging in conversation, Sir Frank insists on the great difficulty of giving an accurate account of any conversation with the Emperor owing partly "to his fondness for indulging in jokes, which sometimes may be taken seriously by those who fail to see them."

British "Noodles."

On one occasion the Kaiser received a communication from the British Government with the remark: "The noodles seem to have a lucid interval." The Ambassador inquired if he was to transmit this message to the British Government; the Kaiser, however, explained that the diplomatic interpretation of his remark was that he had received the communication in question with great interest and great satisfaction.

There was some reason, it is added, to believe that the Kaiser understood the words "King of Prussia by the Grace of God" in the literal sense, and regarded himself as placed in a very special manner under the direct protection of the Almighty. This belief in the sacredness of his position induced him to surround himself with an amount of pomp which verged on the theatrical, and may have accounted for the extraordinarily rigid severity with which he gave audience on important occasions.

The Germans and the German Emperor, it is pointed out, were the most sensitive people in the world, and at the same time it would never enter into their heads that they could by any possibility be offensive themselves, although in reality they very often were.

In conversation the Kaiser could be extremely cordial and amiable, but sometimes, says Sir Frank Lascelles, "when his temper has been somewhat ruffled, a conversation with his Majesty has been far from an agreeable experience, and on one occasion I felt it incumbent upon me as his Majesty's Ambassador to express somewhat

POST OFFICE NOTICE

From	To	Date and Time
U.S.A., Canada, Japan and Shanghai	Pres. McKinley	September 1
Shanghai and Swatow	Sinkiang	September 1
Straits	Hakozaki Maru	September 2
Australia and Manila	St. Albans	September 2
Canada, U.S.A., Japan and Shanghai	Empress of Asia	September 3
Manila	President Taft	September 3
Shanghai and Amoy	Lunan	September 3
Straits	Cremor	September 4
U.S.A., Honolulu, Japan and Shanghai	President Wilson	September 4
Manila	President McKinley	September 10
U.S.A., Honolulu, Japan and Shanghai	President Jefferson	September 10

OUTWARD MAILS.

For	Date and Time
Macao	Wing On, Sat. Sept. 1, 2.15 p.m.
Shanghai and Europe via Siberia	Glengarry, Sat. Sept. 1, 4 p.m.
Manila	President McKinley, Sat. Sept. 1, 4.30 p.m.
Swatow, Amoy and Formosa	Kishu Maru, Sun. Sept. 2, 9 a.m.
Bangkok via Swatow	Kaying, Sun. Sept. 2, 9 a.m.
Shanghai and Japan	Hakozaki Maru, Mon. Sept. 3, 10.30 a.m.
Swatow	Hydrangea, Mon. Sept. 3, 2.30 p.m.
Shanghai, Japan, Canada, U.S.A.	Parcels, 3rd, 5 p.m.
C. and S. America and Europe via Victoria B.C. and Europe via Siberia	President Taft, Tues. Sept. 4, 8.45 a.m.
Swatow, Amoy and Fochow	Registration, Tues. Sept. 4, 8.30 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Letters, Tues. Sept. 4, 1 p.m.
	Registration, Tues. Sept. 4, 1.45 p.m.
	Letters, Tues. Sept. 4, 2.30 p.m.
	(Due Marseilles 5th October.)
Manila	Empress of Asia, Sept. 4, 8.30 p.m.
Amoy	Sinkiang, Tues. Sept. 4, 5 a.m.
Swatow and Amoy	Cremor, Wed. Sept. 5, 10.30 a.m.
Java via Batavia	Tilbaros, Wed. Sept. 5, 2.30 p.m.
Shanghai	Yunnan, Wed. Sept. 6, 6 p.m.
Swatow, Amoy and Fochow	Hai Ching, Fri. Sept. 7, 2 p.m.

*Correspondence bearing vessel's name only.

strongly my resentment at his personal discourtesy.

"Had I been called upon some years ago to express an opinion of the Emperor's character it would probably have coincided with that which I believe to be generally held in England.

Kaiser's Character.

"I should have described him as a man possessed of great knowledge and ability and endowed with remarkable personal charm, but impulsive, rash, with an undue sensitiveness as to the recognition of the position which he considers the German Empire ought to occupy in the world and a personal desire to be considered as the most important personage in Europe. A man, in fact, to whom Dryden's description of Buckingham might not be inaptly applied:

"A man so various that he seemed to be
Not one, but all mankind's epitome;
Fixed in opinion, ever in the wrong,
Was everything by starts, and nothing long."

Further acquaintance with the Emperor led to a modification of this impression, though the first opinion appears to have been right. In spite of the Kaiser's habit of twirling his moustache and rattling his sabre, writes Sir Frank, which he may think a befitting attitude for the ruler of a mighty Empire, it is possible that he is really animated by most pacific sentiments.

"It would seem that this is the estimate which the Emperor has formed of his own character, as in a recent conversation with Prince Radolin he said he was at a loss to understand how, with his well-known peaceful intentions, he had come to be looked upon as a disturbing element—an instance, perhaps, of that 'inconsistency' which M. Herbelot considered a characteristic of the German nation, and concluded with the almost pathetic sentence, 'Ich bin doch kein böser Mensch.'"

King Edward's Notes.

Incidentally, an interesting portrait of the personality of King Edward VII., emerges from the casual notes and minutes which he appended to various documents. Thus, Prince Bulow told the British Ambassador that shortly before M. Delcassé's fall England had made an offer to France to enter with her into an offensive and defensive alliance against Germany. King Edward remarked in the margin, "How badly informed he is." Elsewhere he describes the rumour as "nearly as absurd as it is false."

On another occasion the German Government objected to the nomination of a certain Spanish diplomat as the Spanish representative at the Algeiras Conference because he was too intimate with M. Delcassé. "A case of bullying, as usual," writes King Edward.

In January, 1906, Mr. Reginald Tower, British Minister at Munich, sent in an important report concerning the way in which the Imperialistic idea was being fostered throughout South Germany. He outlines very clearly the campaign which was to end in the catastrophe of 1914, and the report was carefully studied by the King, who wrote the following comment: "A most interesting and carefully written despatch. It is not pleasant reading."

Much has been written concerning that bullying diplomacy which inspired the German efforts to

counteract the Entente Cordiale—the landing of the Kaiser at Tanager and the long-drawn-out negotiations of the Algeiras Conference. Fresh light is thrown upon many aspects of this diplomatic struggle.

Belgian Neutrality.

Even more notable, however, are the papers of Colonel Barnardiston, who was appointed in January, 1906, to confer with the Belgian military authorities in order that provisional preparations might be made in case it were necessary for Great Britain to intervene in defence of Belgian neutrality.

It is quite clear that these conversations dealt only with the contingency of Belgium being attacked and the main plan of campaign was the landing of 105,000 men in the French Channel harbours, with a view to conveying them to Belgium and establishing a base at Antwerp when the command of the sea was assured. The Belgians were confident that the Leige and Namur garrisons could hold out for a month, and it is curious to see that the military authorities were already much occupied as to how they should muzzle newspaper correspondents in the event of hostilities.

Significant sidelights are thrown on the characters of many of the principal actors in the world drama. We see M. Delcassé, who "will never go near the Chamber. If he can help it; and as the Ministry for Foreign Affairs is only a stone's throw from the Palais Bourbon, is quite content to confine his attendance to those urgent occasions when his presence can be demanded by telephone."

M. Delcassé's aloofness from politics and politicians was the keynote of his career.

The French Government continually egged the British Government to give a definite assurance that they would support France with armed assistance in the event of hostilities arising over the Moroccan question, but even in the blackest days of the Algeiras Conference no definite assurance was given.

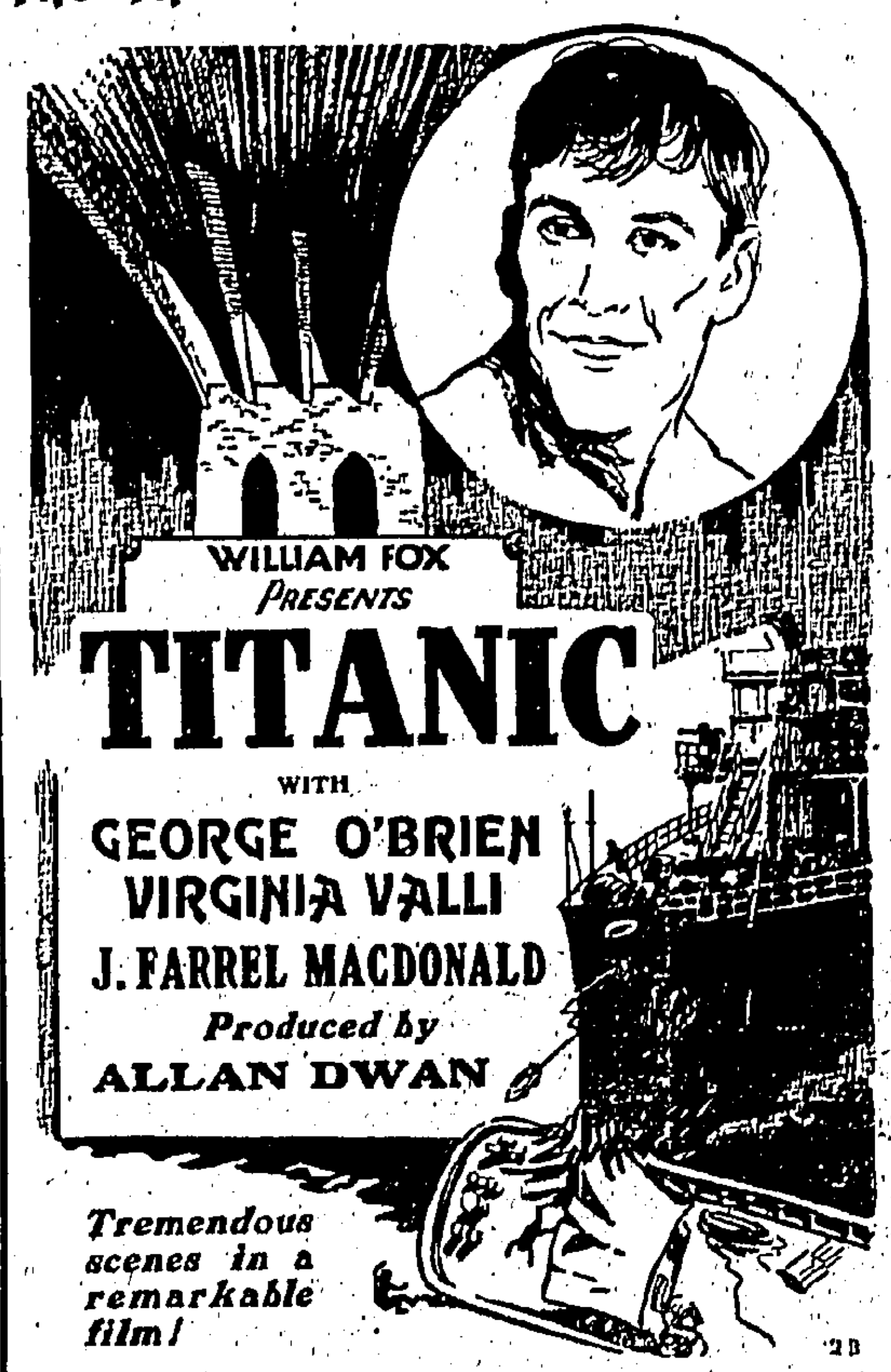
"If There is War."

Sir Edward Grey, who was then Foreign Secretary, summed up the position in the following words: "If there is war between France and Germany it will be very difficult for us to keep out of it. The Entente and still more the constant and emphatic demonstrations of affection... have created in France a belief that we should support her in war. The last report from our naval attaché at Toulon said that all the French officers took this for granted if the war was between France and Germany about Morocco. If this expectation is disappointed the French will never forgive us."

"There would also, I think, be a general feeling in every country that we had behaved meanly and left France in the lurch." The United States would despise us, Russia would not think it worth while to make a friendly arrangement with us about Asia, Japan would prepare to reinforce herself elsewhere; we should be left without the power of making a friend, and Germany would take some pleasure after what has passed in exploiting the whole situation to our disadvantage.

"On the other hand, the prospect of a European war and of our being involved in it is horrible. The situation described as possible in 1905 actually came into existence in August 1914.

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PREMIER ANSWERS THE "SNIPERS."

BRILLIANT SAFEGUARDING SUMMING-UP.

MANY-SIDED TRUTH.

The Prime Minister made an eagerly awaited statement in the House of Commons on August 2nd., on the question of the Government's Safeguarding policy, and the speeches made in this connexion by the Chancellor of the Exchequer, Mr. Winston Churchill, and the Home Secretary, Sir William Joynson-Hicks.

Mr. Baldwin and the Speeches of Ministers.

Mr. A. V. Alexander (Co-op, Hillsborough) asked the Prime Minister whether his attention had been called to the speeches of the Chancellor of the Exchequer and the Home Secretary with reference to the safeguarding of industries; and whether either of these speeches represented the policy of the Government.

Mr. Baldwin—I am obliged to Mr. Alexander for the opportunity his question has afforded me of studying carefully a number of interesting and eloquent speeches—(laughter)—which I might have overlooked at a period of the session when the pressure of work is at its greatest.

The paragraph in the Official Report in the speech of the Chancellor of the Exchequer (I may observe that the word used was "protective" and not "productive") appears to me to state less tersely but more eloquently the policy which I laid down in my Election Address of 1924. (Ministerial cheers.)

In the Home Secretary's speech at Romsey I am unable to find any definition of policy, but rather a number of pertinent questions to which he did not provide answers, but said with truth that they were worthy of consideration. (Laughter.) I must frankly confess that after such examination of these speeches as I have been able to give, not in fragments but as a whole, I am struck not so much by the diversity of testimony as by the many-sidedness of truth. (Loud laughter.)

Mr. Clynes (Soc. Plating)—In view of that interesting and light-hearted reply, may I ask the Prime Minister whether he will kindly answer the question, the question being whether either of the speeches referred to in the question of policy of the Government? (Socialist cheers.) Will the Prime Minister call to mind the repeated declarations of members of his Government, when they were in opposition, that collective responsibility must be observed by the members of the Cabinet?

Mr. Baldwin—If Mr. Clynes will do me the honour to read the answer he will find these two points are specifically answered. I said, if I may condense my observations, that the Chancellor of the Exchequer's statement in the speech to which I referred appeared to me to describe exactly the policy of the Government as laid down at the General Election, and that in the Home Secretary's speech I discovered no trace of policy at all. (Loud laughter.)

Political Unity.

Mr. Alexander—May I ask the Prime Minister whether the statement of the Chancellor of the Exchequer was a statement of the Government's policy, and, as he said, that in fiscal spheres we ought not to contemplate any fundamental reversal of the fiscal system, whether we are to infer from the Home Secretary's speech at Romsey that he does not agree with that, but desires a fundamental duty on the fundamental industry of iron and steel.

Mr. Baldwin—I cannot follow Mr. Alexander in his inference. I have answered the question directed to me perfectly plainly. I must say I feel rather flattered that the hon. gentleman should look to us for a far greater degree of political unity than he hopes for on his own benches. (Ministerial cheers and laughter.)

Mr. E. Brown (L. Leith)—Are we therefore to take it that the incidents are closed but that the issue remains? (Hear, hear.)

An Hon. Member—Take what you like.

Mr. Lawson (Soc. Chester-le-Street)—Are we to understand the Prime Minister's remarks that he said the Home Secretary's questions were pertinent or impertinent.

Mr. Baldwin—Pertinent.

Sir H. Page Croft (C. Bournemouth)—May I ask whether there is probably not a great deal of confusion owing to the fact that the Leader of the Liberal Party invented the word "safeguarding" a few years ago. (Laughter.)

Extension of Rules.

Lieutenant-Commander Kenworthy (Soc. Hull, Central)—When the Prime Minister speaks of the many-sidedness of truth would he mind saying on which side of the truth he stands?

Mr. Macaulisten (C. Argyllshire)—On this side. (Laughter and Ministerial cheers.)

Lieutenant-Commander Kenworthy—Is the Prime Minister continuing the policy that he was re-

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and diarrhoea during the hot season the system must be kept clean and the functions active, for which purpose there is nothing so good as Pinkettes the dainty little liver and intestinal regulators. Pinkettes dispel constipation, bilious attacks, sick headaches, aid appetite and digestion, clear the skin, purify the breath. From chemists everywhere.



turned to power for at the last election or is he prepared to support the Home Secretary in a fundamental alteration of that policy?

Mr. Shinwell (Soc. Linnithgow)—Has the Prime Minister consulted the two right hon. gentlemen beside him (Mr. Churchill and Sir W. Joynson-Hicks) in respect of the answer furnished to the House to-day, and whether that represents complete agreement in the Cabinet?

Mr. A. V. Alexander—In view of the grave uncertainty in some of the industries which are asking for safeguarding about the position, may I ask whether the Government are now, in accordance with the statements of Ministers, giving specific consideration to an extension of the safeguarding procedure and an alteration of the present rules of procedure, and, if so, when an announcement is likely to be made?

Mr. Baldwin—That goes far beyond the scope of the question. I do not agree with Mr. Alexander that the state of doubt and uncertainty to which he alludes exists to the extent that he desires it should.

Mr. Thurtle (Soc. Shropshire)—In view of the general harmony which has now been re-established on the other side, may I ask will there be any annulment of the sentence recently passed on Sir Basil Peto? (Laughter.)

No reply was returned.

Iron and Steel.

Sir F. Hall (C. Dulwich) asked the Prime Minister whether the Government would advise the appointment of a Royal Commission to inquire into the question of applying the Safeguarding of Industries Act to the iron and steel trades, with a view to determining the effect of foreign competition in those trades in this country and the extent to which that competition was facilitated by the lower wages and longer hours observed in the competing countries.

Mr. Baldwin—As Sir F. Hall will remember, the whole question was carefully examined in 1925 by the Committee of Civil Research, and I announced the Government's decision in reply to a question in Parliament on December 21, 1925. The Government adhere to the decision then reached, and do not think that any useful purpose would be served by the appointment of a Royal Commission at the present time.

I would only add this. In the statement referred to above, I stated that the Government would keep these iron industries under close observation with a view to promoting their well-being, should any other measures be deemed desirable.

The Government's proposal for the relief of industry from rates will be an appreciable factor in reducing overhead costs in the iron and steel industry; while the proposal to concentrate the railway freight relief of coal, on coal for iron and steel works and for export, and to bring the next, will also tend to improve the competitive position of this basic industry.

Premature Inference.

Mr. W. Thorne (Soc. Plaistow)—Is the Prime Minister aware that so far as pig-iron is concerned there has been a reduction in imports of 300,000 tons as between January and June, 1927, and January and June, 1928; that so far as steel and iron are concerned, there has been a reduction in the imports in the same period of 1,500,000 tons; and that exports have been going up?

Mr. Alexander—Are we now to assume from the Prime Minister's reply that the Government have not only decided not to apply safeguarding to iron and steel now, but do not propose to include them in their proposals for the next election?

Mr. Baldwin—I think the hon. gentleman is premature in eliciting information out of a question that affords him a too slender foundation.

Mr. Montague (Soc. Islington, West)—Does the Prime Minister accept the statement implied in the question that the competing countries have lower wages and longer hours, and are those countries protectionist in regard to iron and steel?

Sir F. Hall—Is it not an acknowledged fact that in many of the Continental countries longer hours are worked, and much smaller wages are obtained than in this country?

Mr. Montague—They are protected countries.

No answer was returned.

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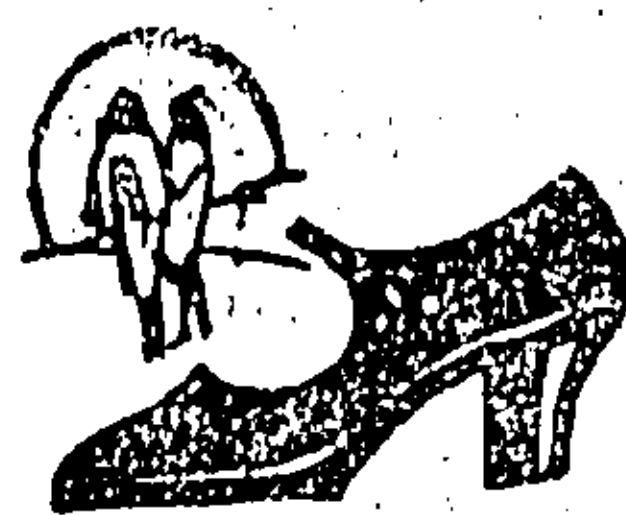
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TO-DAY'S FILMS.

"STEAMBOAT BILL JR." AT THE QUEEN'S.

Buster Keaton's big comedy, "Steamboat Bill Jr." is to be screened for the last time to-day at the Queen's Theatre. The frozen faced comedian is at his best in this amusing story of a "sofly" college boy's training aboard a river boat. The production is essentially a comedy, but there are moments when thrills displace the laughs. Especially is this true in the final scene, a roaring climax, when Buster effects several remarkable rescues in a smashing tornado.

World Theatre.

Based on the famous opera "La Boheme," the picture of that name will have its final showings to-day at the World Theatre. As Mimi Lillian Gish gives one of the most remarkable portrayals of her varied career. John Gilbert, Rence and Karl Dane, all of "The Big Parade" fame, give convincing performances in their respective roles.

Star Theatre.

"The Telephone Girl," another excellent picture, will also close its season to-day at the Star Theatre. The picture is a tense mystery drama played against the background of a political campaign. Mudge Bellamy in the leading part, being cast as a beautiful young girl who outwits a gang of sharpshooters in her endeavour to save the honour of the man she loves. Others in the large cast include Warner Baxter, Lawrence Gray, May Allison and Holbrook Blinn.

"TITANIC."

BIG SEASON IN FILM COMING TO QUEEN'S.

With a distinguished cast of players headed by George O'Brien and Virginia Valli, "Titanic" comes to the Queen's Theatre as the chief attraction for Thursday to Saturday next, according to a special advertisement in this issue. "Titanic" is described as an epic of ambition and its toll in the lives and loves of men. The story concerns the life of a boy who fights his way from the slums of New York to the luxuries of Park Avenue. Throughout the story, the lives of the various types of people with whom he comes in contact are vividly depicted. There are several spectacular scenes in the picture, including the sinking of the "Titanic," which is shown with remarkable realism. "Titanic" was produced by Allan Dwan, who also directed Douglas Fairbanks in "Robin Hood" and Gloria Swanson in "Zaza." The supporting cast includes J. Farrell MacDonnell, June Collyer, Holmes Herber, Joan Milner and many others.

67 CATS IN A QUEUE.

FILM ACTING WITH SIR H. LAUDER.

In reply to an advertisement stating that Sir Harry Lauder wanted 50 assorted cats to act with him in a film now being made at the Stoll studios at Cricklewood, N.W., 67 people with a cat each were waiting in a queue outside the studios recently.

Sir Harry interviewed the cats. There were Manx cats, tabby cats, Persian cats—gazing rather contemptuously at this black strays from the London streets—and one stuffed cat with an erect tail.

The owners were told by Sir Harry that they would get "half-a-crown" each for the loan of their cats if they were genuine pets, and had not been grabbed in the streets with the object of making a little money. He dismissed the stuffed cat and engaged all the rest. Work began at once.

POLICE AND HOSTILE CROWD.

PLUCKY GUARDSMAN ATTACKED.

A Guardsman who pluckily went to the aid of the police, and was himself attacked by five men, was complimented by Mr. Griffith-Jones, the Magistrate, at Tower Bridge Police Court.

The affair occurred at St. George's-circus, S.E., when a violent attempt was made by a crowd to rescue William Ivy, a labourer, of Blackfriars-road, S.E., from the custody of the police.

Ivy was charged with using insulting words and behaviour and with wilfully damaging a police whistle; and Philip Egan, aged 26, of Paisley-road, Waltham, was charged with obstructing Police-constable Spiers, and with damaging a plate-glass window at a refreshment-room in Blackfriars-road.

Police-sergeant Firth stated that he arrested Ivy, who broke the chain attached to his whistle when he attempted to blow it. They were surrounded by a hostile crowd, and Ivy called on the crowd to assist him. Egan, who was in the crowd, threw a tea-cup, which broke a plate-glass window.

Egan placed his arms round the neck of Police-constable Spiers, who had come to the sergeant's assistance. In the witness-box, stated that he was going home with his sweetheart when he saw the crowd.

"Two police officers dashed at me," he added, "and said I throw the cup, but I did not."

"Hit with a Truncheon."

Ivy stated that as he passed the cafe in Blackfriars-road someone inside threw a cup or plate which struck him on the nose. He asked the man who threw it to come out. The constables then caught hold of him, he stated, and hit him with a truncheon. "They gave me such a bashing," he added, "that I realised I could do no good. The way the police knocked me about made the crowd hostile."

Matthew Barr, of the 1st Irish Guards, stated that he went to the assistance of the policemen. Someone in the crowd threw something at them which just missed him.

"I walked away, and about five hundred yards along the road I was attacked by five men," he added. Mr. Griffith-Jones—The Court is very grateful to you for going to the assistance of the police. When things are very rough it is the duty of every man to support the police in the interest of law and order.

Ivy was fined 20s. or 14 days, and was ordered to pay the amount of the damage to the police whistle. The case against Egan was put back as a witness.

When Egan was brought up later in the day his story was corroborated by Ada Savage, a young woman, who gave a Blackfriars address.

Mr. Griffith-Jones stated that in view of this evidence he thought there was some doubt in the case, and he would give Egan the benefit of it.

The charge was accordingly dismissed.

Antiseed Lure.

The cat's part was to crowd round a bedroom door as Sir Harry opened it. There was at first some difficulty in making them do this, for they arched their backs and showed a desire to fight. But some antiseed and fish worked wonders, and when Sir Harry opened his bedroom door they were all struggling to get near the door-step for the dainty tidbits.

When paying-off time came—each owner received, after all, 5s.—some of the cats were missing, but they were found during the day hiding in unexpected places. One was in an artificial marble pillar.

Ten of the cats were such good actors that they were retained at a fixed salary—which will include fish.

TREATMENT BY SUNLIGHT.

DANGER OF EVIL EFFECTS.

DOCTOR'S WARNING.

The doctors in conference at Cardiff have now changed from medical politics to medical science, and one of the most interesting points raised was the question of sunlight treatment. They are not prepared to take lying down the fact that unqualified practitioners are giving treatment without any specialised training in what is generally known as sunlight, while their own members have had to spend years in securing their qualifications.

This was perhaps the most striking feature of the discussion at the British Medical Association's scientific meeting. Dr. Llewellyn Rhys, President of the section of Radiology and Physio-Therapeutics, opened the discussion on ultra-violet rays with the bare statement that an unqualified practitioner who had damaged an eye with ultra-violet rays had been compelled to pay compensation and that in London two similar cases had occurred.

Professor W. E. Dixon said that everything that was at a higher temperature than absolute zero was giving off rays. Some rays had been used from time immemorial for the curing of disease, but now there was not a shadow of doubt that they had a curative effect.

In mountainous regions where the sun's rays had to penetrate through less water vapour, there were more rays, especially of the ultra-violet type. All artificial means of generating ultra-violet rays subjected man to a form of radiation to which he had never before been subjected.

Evil Effects.

What, he asked, were the rays that were beneficial? Rollier believed that the beneficial results were due to light rays, but it was generally believed that the beneficial results were really due to blue and ultra-violet rays. It was known that the sun produced results that could not be obtained by ultra-violet rays artificially produced. The first effect of sunlight was ultra-violet or heat rays was to produce a redness. Some skins were supersensitive.

The speaker then described some of the evil effects that might be caused. Real sunlight rarely produced injurious results except when reflected from snow. He continued: "The radiation from ultra-violet lamps which emit rays of shorter wave length than those found in the solar spectrum when applied to the skin, are just as foreign to the body as to be comparable with the administration of a poisonous drug. A common effect of slight over-dosing is sleeplessness, restlessness, lassitude, loss of weight, and nausea."

Professor Dixon concluded by demanding that the public should be protected. "I have endeavoured to show," he said, "that treatment by radiation may be either beneficial or harmful, that its employment by unskilled people may cause ill-effects to the patient, and I suggest that the time has come when some sort of protection must be extended to the public."

Contra Indications. There were, it was pointed out, many contra indications for this treatment such as in the case of neurotic people, of tubercle where the ultra-violet light might light up the disease, of all forms of degeneration, of all cases of degeneration of the heart muscles. The public had a right to be treated by anybody they liked, but they ought to have also the right to demand that the persons dispensing light treatment had knowledge. To-day there was a craze for radiation not only by barbers and beauty doctors who used fraudulent rays, by sun-ray institutes and by the fact that manufacturers were selling apparatus direct to the public.

In France and the United States steps were already being taken to protect the public against this type of unqualified treatment.

Dr. C. B. Heald said that nothing short of legislation was sufficient. Obviously electrical treatment was capable of doing harm. He knew of one case where a hair attendant

had been electrocuted by a current supplied at a pressure of 50 volts. Currents of this order of pressure were being employed by other people. There were also dangers such as burns and shock. He thought there was a strong case for the establishment of a register or roll.

Doctors were grateful to skilled chemists who since 1916 had been a barrier between the medical profession and danger.

Diphtheria. Important information as regards the whole problem of diphtheria was brought forward by Dr. Peters, of Bristol, and others. Dr. Peters pointed out that in the Bristol Fever Hospital 20 per cent. of newcomers to the staff used to be attacked by diphtheria. After Dick's testing and immunising the rate fell, and for the last four years only four persons out of 200 newcomers were attacked. That had meant a decrease from 20 per cent. to 1.5 per cent.

As a result of the injection no persons out of 600 had been sufficiently immunised to relinquish duty. The reaction was much less severe than that of typhoid inoculation.

He added: "In 150 severe cases of scarlet fever which we have treated during the past few years with anti-toxin an immediate and striking improvement occurred in 90 per cent. of the cases."

Dr. J. Graham Forbes, of the London County Council, said that out of 25 London boroughs immunisation from diphtheria had been sanctioned in 15, and was being actively applied in all but one, namely, Kensington, where the work had not yet been started. In the outer ring of Greater London some 5,000 children had been immunised in welfare centres and in other institutions.

In rural districts the number of children immunised had quadrupled in the last eighteen months. In Great Britain there were now over 95,000 persons tested, this figure being about double that for the year 1926.

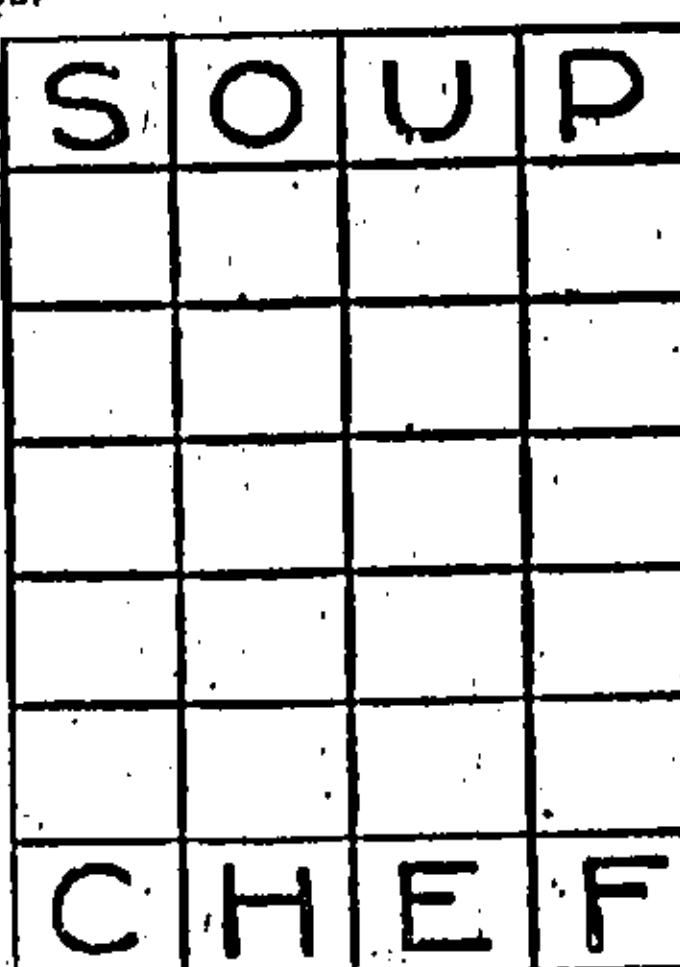
H.M.A.S. AUSTRALIA.

ARRIVES IN NEW YORK ON VISIT.

New York, Aug. 31. H.M.A.S. Australia has arrived on a four days' visit. Salutes were exchanged when she steamed into the harbour. The elaborate harbour reception which had been arranged by the city authorities was postponed owing to the lateness of the hour, but a civic banquet and various theatre parties were held.—*Reuter's American Service.*

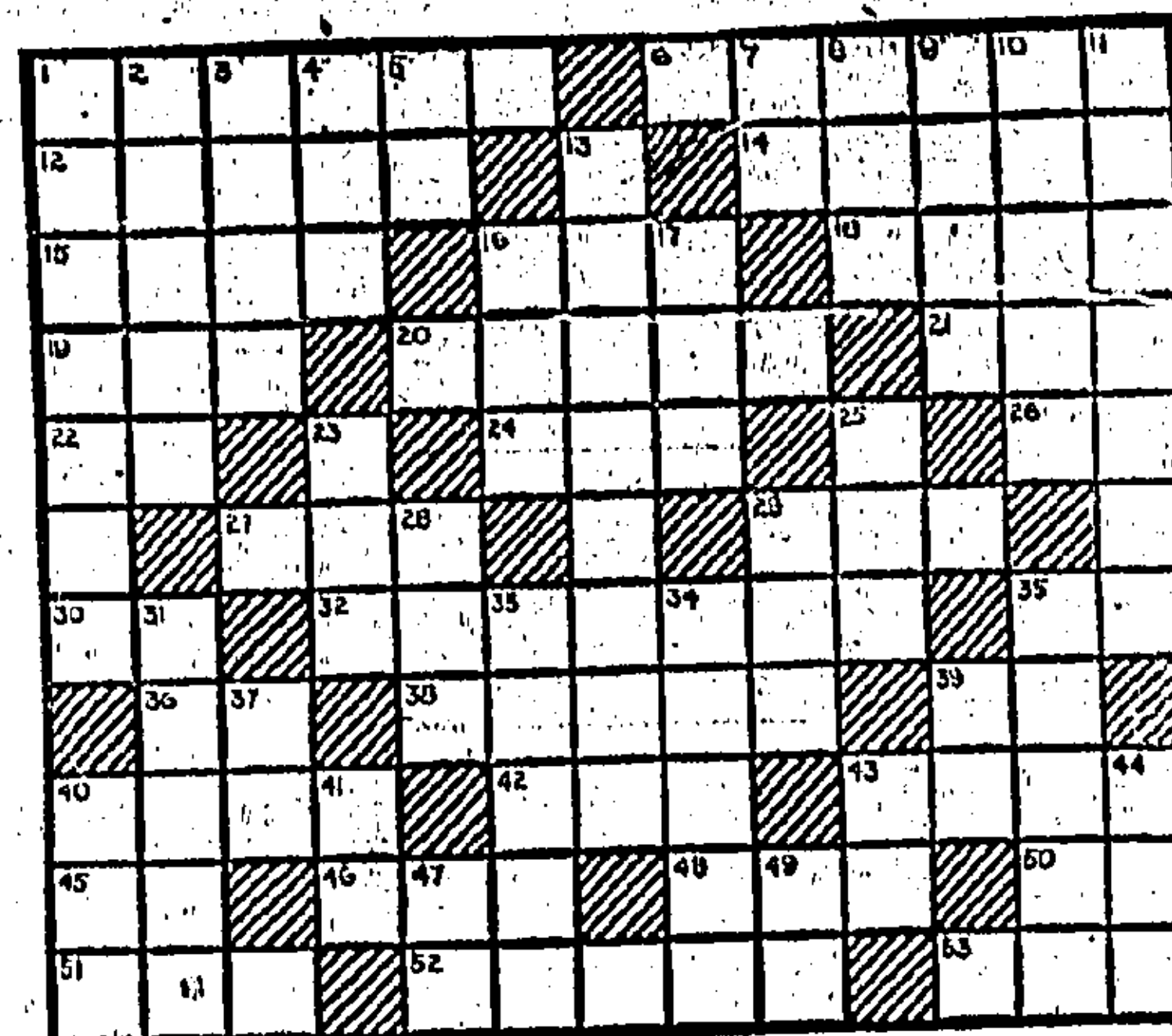
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It's easy for a good chef to make good soup and it's just as easy for letter golf fans to go from CHEF to SOUP. Par is six, but you may be able to do it in less.



1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.
2.—You can change only one letter at a time.
3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
4.—The order of letters cannot be changed.
One solution is printed on another page of this issue.

OUR CROSSWORD PUZZLE.

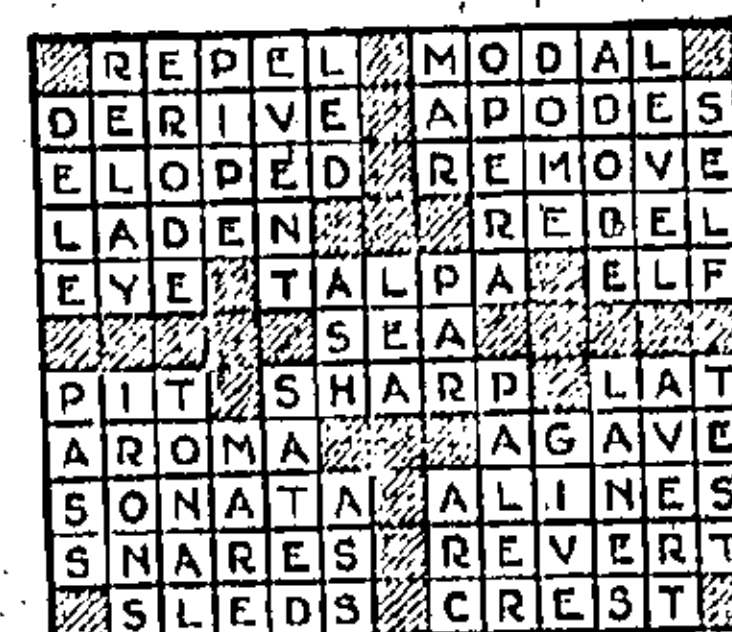


Horizontal

- 1 What famous college for women is located at Foughkeepsie, New York?
- 6 Elocum.
- 12 Liquid part of any fat.
- 14 Embankment built on the bank of a river to prevent the overflowing of its banks.
- 15 Sum of money lent at interest.
- 16 Bird similar to an ostrich.
- 18 A hedge-podge.
- 19 Slash.
- 20 Llanudo (pl.)
- 21 Corded cloth.
- 22 Paid publicity.
- 24 Roadside hotel.
- 26 Seventh note in scale.
- 27 Ear of corn after the kernels are removed.
- 29 Type of grass.
- 30 Exclamation of surprise.
- 32 To disagree.
- 35 Masculine pronoun.
- 36 Part of verb to be.
- 38 Cubic meter.
- 39 Myself.
- 40 Funeral pile.
- 42 Unit.
- 43 To dip water out of a boat.
- 45 Violent atmospheric disturbance.
- 46 In what state.
- 48 To weep.
- 50 Point of compass.
- 51 Venomous snake.
- 52 What is the alluvial tract at the mouth of the Nile called?
- 53 To improve.

Vertical

- 1 What is "Vesuvius" in Italy?
- 2 Audibly.
- 3 Chair.
- 4 Iniquity.
- 5 Variant of "a."
- 7 Deity.
- 8 Jewel.



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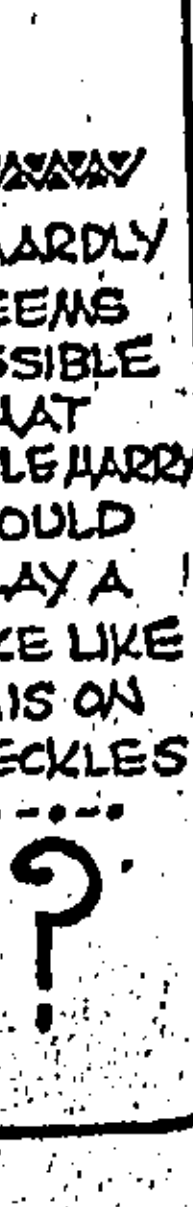
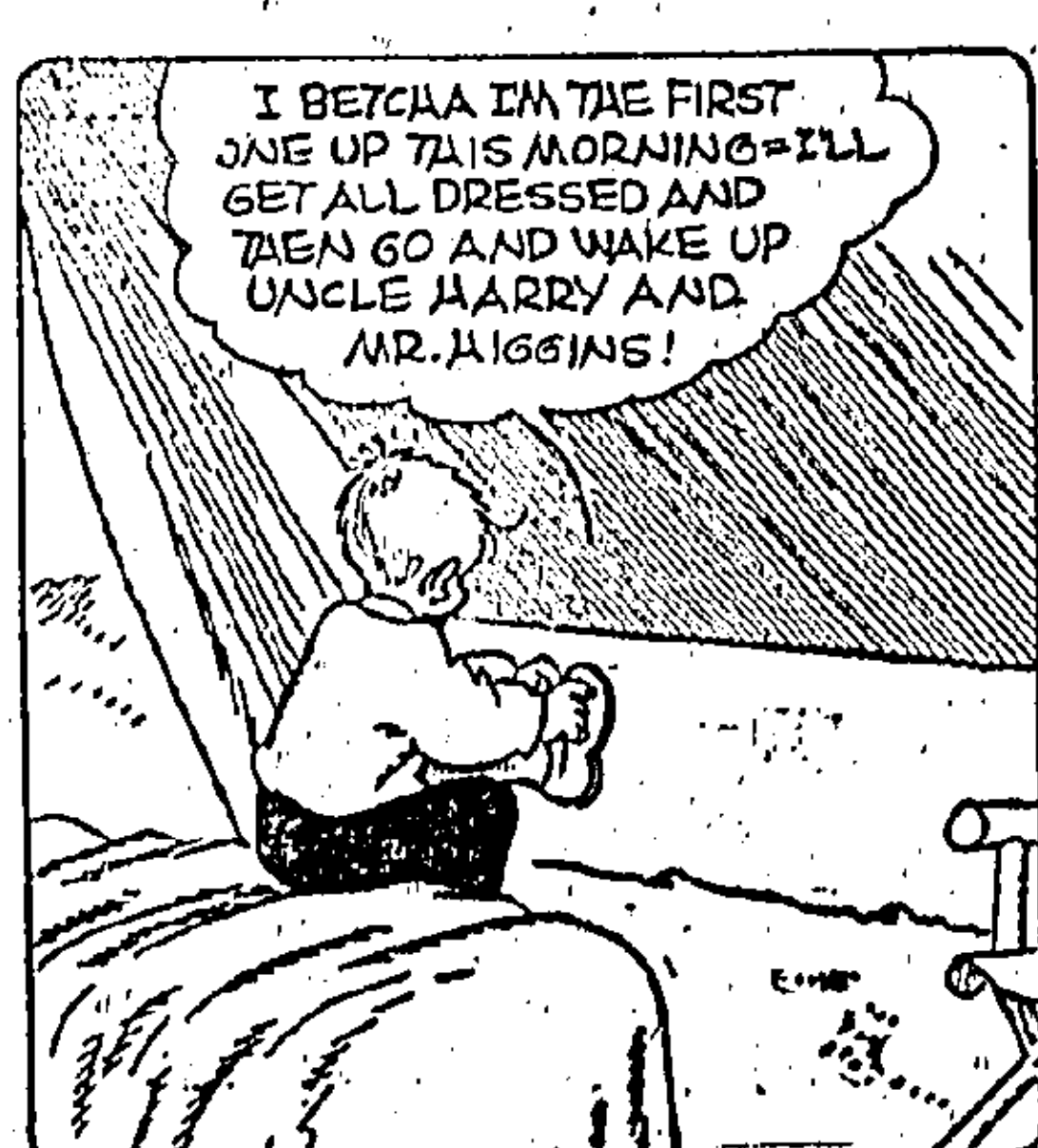
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Wellington, Aug. 3.—The eligibility of members of the Maori race for the Royal Navy has been exercising the minds of a certain section of the Maori people. After a correspondence with the Navy Office in Wellington, the suggestion was made that Archdeacon Hawkins, of the Anglican

Help! Help!

By Blosser

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Mrs. F. F. Eca da Silva and Mr.
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their sincere thanks to all
their relatives and friends for
their kind expressions of sym-
pathy and floral tributes and
for their attendance at the
funeral.

The
Hongkong Telegraph.

SATURDAY, SEPTEMBER 1, 1928.

THE "GUNMAN."

Singapore, like Hongkong, has
in recent years witnessed a change
in methods adopted by armed rob-
bers for terrorising their victims
and ensuring success in their ven-
tures. It was not so very long
ago that the Chinese robber was
seldom armed with anything more
dangerous in the way of a weapon
than a dagger, but nowadays more
often than not he equips himself
with a revolver or some firearm of
that type. The "gunman" has
evidently come to stay, but it is
gratifying to know that both here
and in Singapore the police are
gradually getting the measure of
him. None the less, the growing
use of firearms by robbers calls
for increasing vigilance, the more
so as these desperadoes usually
work in gangs.

In an illuminating article which
a Singapore police official has just
written there are some interesting
disclosures made which no doubt
have their counterpart here also.
It is pointed out that the old gang
robber had many things to contend
with, and his *modus operandi* was
of necessity controlled by distance
and the urgent need for numbers.
One man armed with a knife was
insufficient as a guard over a num-
ber of victims, so that as most of the
gang were occupied in mounting
guard and only one or two were
available for searching and looting,
the job took some time. In addi-
tion, numbers made the get-away
more difficult and detection easier.
How does the modern "gunman"
compare with the old type? Accord-
ing to the official referred to,
he is a product of the town, and,
as a general rule, the gun, and not
a willingness to take risks or exert
physical strength, has made him.

"He is not a man of brawn and
muscle, but often a weakling, a
sneak and a coward." The ease of
his success attracts a number of
men who never had the strength or
courage to be the old type of gang
robber, but inevitably as the gang
becomes larger, profits become
smaller, and a consequent split into
two, three or four gangs, each with

a leader, follows. Thus the old
spirit and discipline die down; and
it is often found that once a leader
is caught or betrayed, the others
give up the life, and the gang
ceases to exist. This, at any rate,
is the deduction drawn by know-
ledge obtained of the formation,
ultimate breaking up and dispersal
of gangs which created so much
trouble in Singapore in 1925 and
1926.

These are the main points
brought out by this Singapore
official, who also has something to
say on the question of dealing
with the new problem. If the gun
makes the "gunman" the obvious
line of action is to stop him get-
ting the gun, and although this
is not easy it is an aspect which
receives constant attention. There
are, of course, many other points,
and in this connexion Singapore
does not appear to have gone the
length of Hongkong in arming all
its policemen, for we notice that
that is one of the suggestions put
forward by the writer of the article
under notice. The necessity
of securing the right material for
the Police Force is also referred to,
and this is said to present some
difficulties, especially as the type
of man needed is often irreplace-
able when casualties occur. An-
other point which is stressed—and
it is well worthy of note here in
Hongkong—is that the public has
its part to play also by being care-
ful not to lose licensed arms by
theft or neglect; and to furnish
the police with information for the
public good when the opportunity
arises, even at risk to themselves.

No Secrecy.

The idea that Great Britain and
France have come to some secret
and almost sinister understanding
on the matter of naval co-operation
ought to be definitely dis-
missed in the light of Lord Cus-
hendun's statement to Press re-
presentatives at Geneva, when he
made it perfectly clear that there
had merely been the solution of
the Anglo-French divergence of
opinion with regard to the
principles on which the question
of naval disarmament might be
approached. He definitely stated
that there was nothing in the
shape of an agreed "policy," no
secret clauses and no alliance or
promise of co-operation. There
had been agreement on the text of
an Accord, copies of which had
been sent to America, Italy and
Japan for their observations.
"Unless all the other nations con-
cerned at Geneva were in agree-
ment with the proposed Conven-
tion it would fall to the ground,"
he added, and this in itself should
be sufficient to give all the assu-
rances required. It will be remem-
bered that at the Naval Disarma-
ment Conference last year there
was disagreement not only between
the United States and Britain but
also between Britain and France,
and all that has happened since is
that France and Britain have re-
viewed their positions so that they
are now in agreement on prin-
ciples. Far from there being any-
thing sinister in that, there can
only be good, for it marks a stage
in the reaching of unanimity among
the whole. With reference to the
recently signed Pact Lord Cus-
hendun again gave expression to Bri-
tain's desire to go forward slowly
but surely along the path which
will lead to permanent international
peace. He counselled patience,
pertinently remarking that one
could not arrive at a new heaven
simply by the signing of a Pact.
It is inevitable that disarmament
must be accompanied by reasonable
safeguards and if there is some dif-
ficulty in arriving at agreement
regarding the nature of those
safeguards that difficulty will only
be overcome by the patient and
diligent examination of all points
of view and a sympathetic con-
sideration of all claims. The
nations who have signed the Pact
cannot as yet throw all their
armaments on the scrap-heap, but
they might be able to achieve some
practical disarmament by con-
structive measures. It is pleasing
to reflect that Britain is well to
the fore in this humane trend.

Another adjournment was neces-
sary yesterday in the District
Court Martial of Gunner Shipley
and Lance Bombardier Cotton of
the Royal Artillery. The case
against Shipley was concluded but
judgment will be promulgated in
due course. The defense in the
other case has yet to be heard.
Cotton is being defended by Lieut.
Olsen.

DAY BY DAY.

OUR HUMANITY WERE A POOR
THING BUT FOR THE DIVINITY THAT
STIRS WITHIN US.—Bacon.

It is notified that the names of
the Kung Wo Hotel Company,
Limited, and of J. T. Lloyd and
Company, Limited, have been
struck off the Register.

The silk forwarded from Hong-
kong by the Empress of Canada
on the 8th August arrived in New
York (St. John's Park) on the
29th August, having been 21 days
in transit.

His Excellency the Officer Ad-
ministering the Government ac-
cepted the resignation by Lieuten-
ant N. L. H. Railton of his Com-
mission in the Hongkong Volun-
teer Defence Corps.

It is notified that, at the expira-
tion of three months, the Wo Fat
Steamship Company, Limited will,
unless cause is shown to the con-
trary, be struck off the register
and the Company will be dissolved.

About Hong Kong.

Do you know that—

Belcher's Street and
Belcher's Bay were named
after Captain Sir Edward
Belcher, R.N., who was in com-
mand of a naval expedition
round the world in 1847.

The expedition arrived on
the China Coast immediately
prior to the cession of the Is-
land of Hongkong to Britain,
and was present when formal
possession was taken.

Captain Belcher made the
first survey of Hongkong Har-
bour and landed at Tai-
shan, the bay which now bears
his name.

Tenders are being invited for
the construction of a store at the
Government Camber, Yau-mat.
The work consists of the erection
of a two storey building of brick
with concrete floors and tiled roof.

His Excellency the Officer Ad-
ministering the Government has
appointed Mr. Ernest Hillas Wil-
liams to be Assistant District
Officer, in the Northern and South-
ern Districts of the New Terri-
tories.

In addition to Bebe Daniels' new
comedy, "A Kiss in a Taxi," which
will be screened at the Queen's
Theatre to-morrow and on Mon-
day, the latest "Felix" cartoon
"Felix Laughs It Off," will also
be shown.

His Excellency the Officer Ad-
ministering the Government has
appointed Mr. J. A. Fraser to be
District Officer, Southern District,
New Territories, with effect from
20th August, in addition to his
other duties.

His Majesty the King has ap-
proved the appointment of the
Hon. Mr. C. G. S. Mackie, to be
an Unofficial Member of the Legis-
lative Council for such period as
the Hon. Sir Henry Pollock, K.C.,
is acting as Attorney General of
the Colony.

A matchless statue at Po Kwong
Road, in the Kowloon City district,
was destroyed by fire yesterday
afternoon. The Fire Brigade at-
tended, but the structure was well
alight when they got to the scene.
The loss for the contractor who
owned the shed is estimated to
amount to \$200.

Two lots of Crown land are to
be offered for sale at the P. W. D.
offices on the 17th instant. These
are Inland Lot 2838, having an
area of about 20,800 square feet,
with an upset price of \$6,600; and
Inland Lot 2839, the area of which
is 4,200 square feet and the upset
price \$33,600.

It is notified that His Excellency
the Officer Administering the
Government has been pleased to
constitute a Committee for the
purpose of advising the Registrar
of Companies on the qualifications
of Chinese applicants for recogni-
tion as auditors under the Com-
panies Ordinance, 1911, and to
appoint the following to be mem-
bers thereof:—The Secretary for
Chinese Affairs, Mr. Li Po-kwai,
Mr. Ho Leung-wo, Mr. T. N. Chau
and Mr. Ip Lan-son.

Peterborough Cathedral au-
thorities have been alarmed to
find that the death-watch beetle,
has wrought much havoc
in the timbered roofs. The dean,
the architect and the contractors
are in consultation with experts,
and specimens of the damaged
material are being forwarded to
London.

LETTERS FROM HONGKONG.

20.—The Civil v. Military Problem.

We are now in a position to ex-
amine more directly that problem
which I mentioned in the first of
these letters, which has been touch-
ed on from time to time since, and
which has run as a sort of guid-
ing warp, however indistinctly, to
the whole of our intercourse, leav-
ing threads of suggestion hanging
out here and there. I propose now
to gather up these threads and see
what kind of a pattern we can
make of them.

The Civil versus Military prob-
lem is nothing new. Ever since
the passing of that time when, as
a moment's notice, a man had to
be ready to fight for the posses-
sion of his wife, a tribe for its
lands, and a people for its God, the
soldier has been looked on in times
of peace as something of an en-
cumbrance. The well-known over-
sight of the British people to the
acceptance of a standing Army
finds expression down to the pre-
sent day in the annual passage by
Parliament of an Army Act, the
omission of which, for one year,
would mean that the Army as such
would cease to exist. In this way
the Civilians of England reaffirm
by vote their stubborn conviction
that this small but complicated and
highly technical organization lives
on sufferance and not by any
Divine, or even Royal right.

Having thus asserted themselves,
they are perhaps the more free to
tolerate, and even to discover a
friendly appreciation for certain
foibles and characteristics which
seem almost inseparable from the
Military outlook. We may notice
in passing that this method of self-
assertion is not open to the mem-
bers of a Crown Colony, whose
garrison is neither of their control,
but who cannot be denied the
normal outlook of British citizens,
whose views on the matter have
been strengthened if not derived,
not less from the historical mis-
fortunes of other lands than from
a few incidents in our own national
career, such as the somewhat op-
pressive rule of the great Oliver,
and the abortive but none the less
trying efforts of James II to use
military force to counter the will
of the people.

It is natural again that the sus-
picion with which British civilians
have always regarded the presence
of an armed force inside their
shores, should be reflected in some
manner by the very human charac-
ters composing that force. To
quote but one notable example, the
Duke of Wellington, though by no
means the plain first-rate soldier
of the "hit-first-and-negotiate-
afterwards" kind, was extremely
averse to civilian control excepting
that limited control which loyalty
to the policy of the Government
and the service of the King made
essential.

At the opening of the Mysore
campaign in 1799, Lord Morning-
ton, the Governor-General, proposed
to visit General Harris' army, es-
sentially in camp at Vellore.
"Your presence in camp," wrote
Colonel Wellesley (as Wellington
then was), "instead of giving con-
fidence to the General, in fact de-
prive him of the command of the
Army. If I were in
General Harris' situation, and you
joined the Army, I should quit it."
Your presence will diminish
his powers, at the same time that,
as it is impossible you can know
anything of military matters, your
powers will not answer the purpose,
which even those which he has at

present may, if you or Lord Clive
are not in the Army."
The fact that Lord Mornington
was Wellesley's own brother,
though it made such a letter easier
to write, is all the more evidence
of his anxiety to keep the ultimate
military organization as free as
possible from civilian interference.

Precisely similar in effect,
though differing by worlds in tone,
were Napoleon's relations with the
Directorate, when from the Army
in Italy he wrote to his Govern-
ment dutiful despatches describing
the advancement of their glory,
while at the same time nurturing
in his bosom that growing contempt
which was eventually to overwhelm
the helpless gathering of wavering
civilians in Paris, with a combina-
tion of sheer personality and well-
directed luck.

Curiously enough, both these
men may be said to have been com-
parative failures in a purely
civilian role. This is not the place
to go into historical details, but one
is reminded on the one hand of
Wellington's rather sorry squabble
with Canning over the corn laws,
and on the other, of Napoleon's
amazing appearance before the
Council of Five Hundred, when it
was only by his brother Lucien's
readiness and superior wit that
the Consulate became his.

The fact of the matter is that
military training is not conducive
to deep thinking. This may seem
a hard thing to say, but it is none
the less true, and indeed from the
purely military point of view, it
is not derogatory. The moving
essence of the soldier's art is
"quick decision." The general who
can make up his mind rapidly and
stand by his conclusions has his
battle half won before the fighting
begins. And so in the soldier's
curriculum of training certain pro-
cesses of thought are already laid
down for him; he is taught to "ap-
preciate a situation," using a
logical train of steps, and then
to act on it. He uses thought as
an analytical chemist uses the rules
of his trade, or a schoolmaster the
results (as opposed to the prin-
ciples) of educational theory. In
such a profession, an intuitive
grasp of a situation is of the
greatest value, and it is on such
a power of suddenly visualizing the
whole of a subject, as it were in
one picture, coupled with practice
in using a well-known formula
of reasoning, that most great
military leaders have based their
success. But the civilian can
afford to be more unsophisticated,
more deliberate, more funda-
mental; he generally has time on
his side, he is always in the major-
ity, and his mistakes, when he
makes them, usually entail less sud-
den, though possibly wider
calamities. His up-bringing tends
to give him a much more experi-
mental view of life, and though
only one man here and there takes
advantage of his upbringing, there
is nothing radically absurd in his
doing so.

But there are few soldiers who
will confess to a liking for the
study of, say, Psychology.
And so, fundamentally, we find
at once a tendency for character to
develop along different lines ac-
cording to the side of our question
to which an individual happens to
belong. In my next two letters I
propose to examine the application
of these tendencies in so far as
they affect Hongkong. **ZIM.**

EXCHANGE RATES.

	London, Aug. 31.
Paris	124.25
Brussels	34.30
Amsterdam	12.105
Berlin	20.37
Copenhagen	18.18
Vienna	34.425
Helsingfors	102.4
Lisbon	2.7/32
Bucharest	70.4
Buenos Aires	47.4
Shanghai	2.7/4
Yokohama	1/10 15/32
New York	43.5 1/16
Geneva	25.20
Milan	92.05
Stockholm	18.13
Oslo	18.19
Prague	103.4
Madrid	20.205
Athens	37.8
Rio	5.20/32
Bombay	1/8 31/32
Hongkong	2.13 1/2
Silver (spot)	2.13 1/2
Silver (forward)	2.03 1/2

CLOUDY AND RAIN.

According to the Royal Observa-
tory's forecast issued this morn-
ing, the weather for the week-end
will be cloudy, with some rain.
Moderate north-east winds will pre-
vail. The trough of relatively low
pressure still extends from Indo-
China to Guam.

PIGEONS ROB THE LORD MAYOR.

NO MULBERRIES FOR THE MANSION HOUSE.

The Lord Mayor of London will
not have the honour this year of
being offered a basket of mulber-
ries from the Finsbury-circus
Garden, a custom which his pre-
decessors have enjoyed for many
many years.

This year there are no mulberries
—and all because of the City's at-
tack on the pigeons!

When it was decided to reduce
the number of pigeons a light-
hearted contractor thought he had
an easy task. He did not find the
pigeons so accommodating as he ex-
pected. They refused at first to
go into his nets, yet he managed
to reduce their numbers.

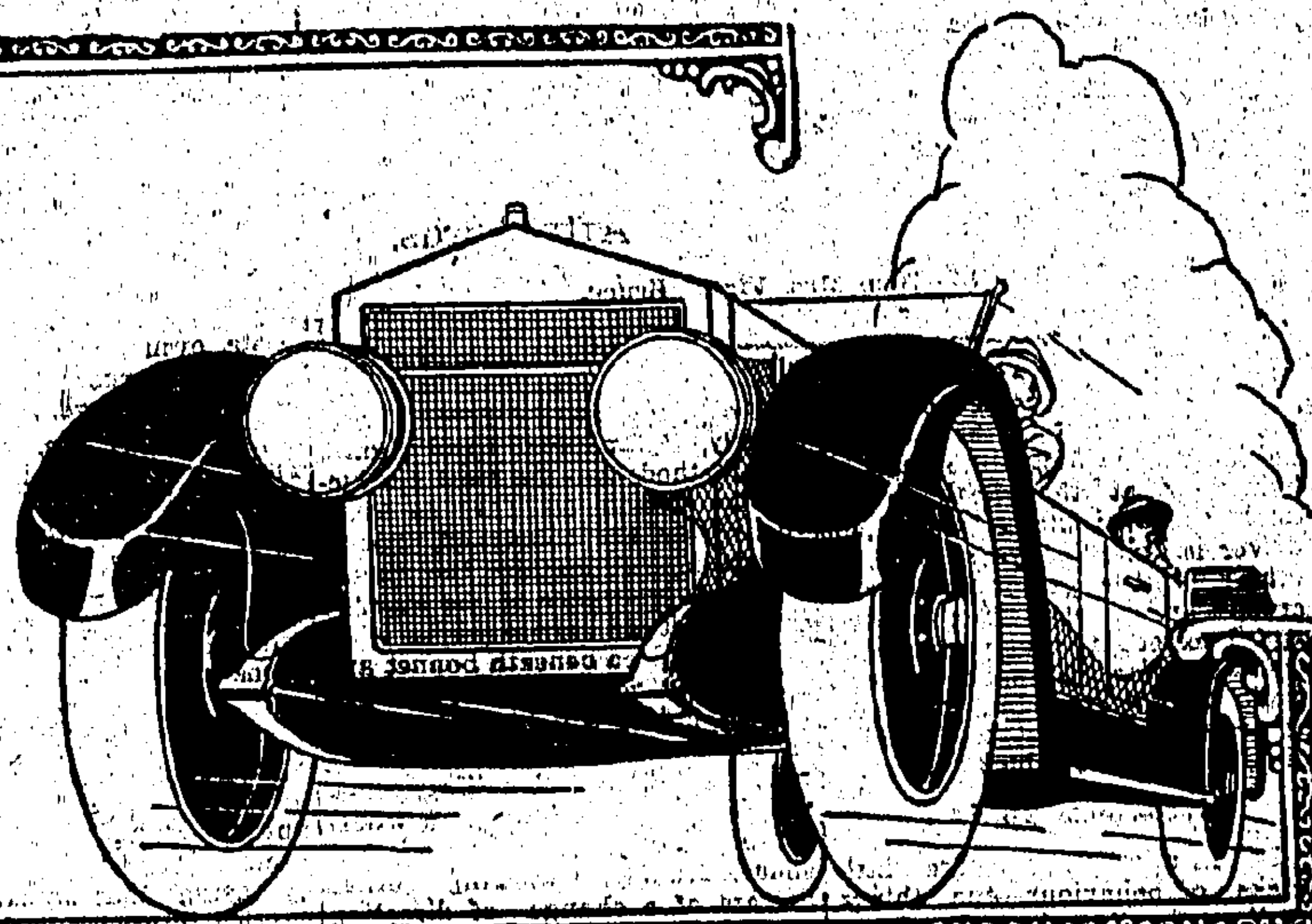
Doubtless he thought he had suc-
ceeded, but that is not the opinion
of the Finsbury-circus gardener,
who declares that the pigeons
flocked to his little oasis! Year
after year he has had mulberries,
and a well-laden basket has been
forwarded with unfailing regularity
to the Mansion House.

This year the pigeons have had
the lot. Not a berry have they
left for the Lord Mayor! The fruit
grew, but just before they could
be picked for the Lord Mayor's
table the pigeons found them.

The gardener has complained to
the Guildhall, but so far no official
action has been taken!

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 1st SEPTEMBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



The Latest 1929 HARLEY-DAVIDSON

That's it!

THE 1929 HARLEY-DAVIDSON WILL
BE HERE ON THE 3rd. SEPTEMBER
BY THE S.S. "EMPRESS OF ASIA."

New Small Twins, 700 c.c. the Ideal
Solo Mount. Also the Big Twins and
the Famous Harley Singles.

BOOK YOURS NOW, AS THERE ARE
ONLY A LIMITED NUMBER OF
MACHINES LEFT.

ASK US ABOUT THE—

1929 IMPROVEMENTS

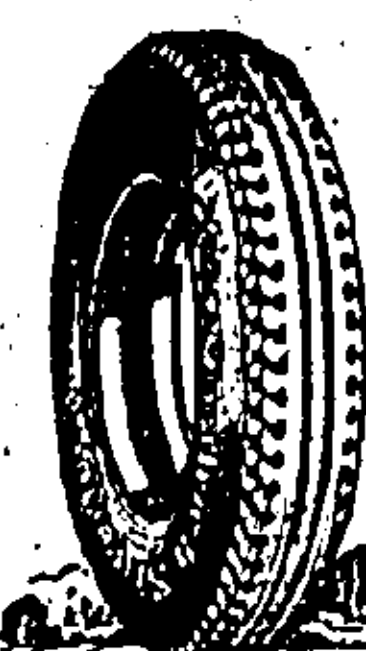
FULL DETAILS NEXT SATURDAY.
PLACE YOUR ORDER EARLY.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

More cooling
spins at lower costs
on Goodrich Tires



Goodrich
Silvertowns

"Best in the Long Run"

Cool night air feels mighty good
when you "step on the gas" after
a hard, hot day—and it feels
twice as good when you know
you're riding at the lowest cost
per mile!
More mileage, built into Silver-
towns, gives you a lower cost on
your tires for pleasure or busi-
ness. Strong, flexible sidewalls—
tough, road-gripping tread—long
life in every ounce of rubber—
that's the answer to tire
economy!

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UNIVERSAL MOTOR & SUPPLY CO.

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Telephone C. 4915.

All sorts of Automotive Accessories also in stock.

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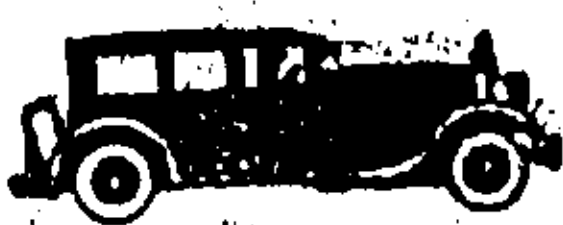
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C.1121-22



CURRENT COMMENT

The Tattoo.

The illuminated and decorated motor car parade which is being organised by the Hongkong Automobile Association, in connexion with the forthcoming Military Tattoo, promises to prove an attractive feature. It is gratifying to know that the number of entries received so far is most satisfactory, although it is naturally hoped by the Committee that members of the Association will come forward in still greater numbers, thereby ensuring a really big muster. Decorated motor cars provide plenty of fun for the participants as well as an impressive and beautiful spectacle for the public. One such function held at Bourne-mouth early last month proved a huge success, motorists entering from all parts of the British Isles. With the large membership of the H.K.A.A., there is no reason why a memorable show should not be recorded here, and we earnestly suggest that local private owners should make a really special effort to support their Association's contribution to the Tattoo. There is plenty of scope for originality, and much pleasure to be derived in the actual carrying out of individual schemes. The enjoyment to be derived on the evening of the event, coupled with the knowledge that every individual effort assists towards the success of the parade, should prove a strong inducement to private car owners to rally round the Association thereby guaranteeing a record muster. Motorists who have not yet entered are urged to send in their names to Mr. C. M. Manners, c/o The Hongkong and Kowloon Wharf and Godown Co., Ltd.

Motor Cycle Trial.

Encouraged by the success of the Reliability Trial which they organised at the beginning of the year, the Motor Cycle Section of the H.K.V.D. Corps is again making preparations for a trial to be held during the last week-end in September.

Planned on a much more ambitious scale than the last one, the course for the new trial will include six or seven laps of the New Territories. This will mean that a distance of 3-400 miles must be traversed by all competitors who complete the course, a real test of the condition of any machine.

The trial will be open to all motor cyclists in the Colony, and it is hoped that a very large entry will reward the enterprise of the organisers. Notices will duly be inserted in the local newspapers when the Committee is ready to receive entries.

The success of the projected trial will greatly depend on the assistance of a number of very sporting members of the community willing to give up a night's sleep, or perhaps a day's golf, in order to officiate as observers, etc. In view of the very generous outside assistance given during the last trial, the organisers are confident that the requisite number of helpers will again offer to assist.

Will car owners and others who are willing to offer their services kindly forward their names to Lieut. J. E. Hancock, at Volunteer H.Q. at their earliest convenience.

New "Harleys"

An early shipment of the new Harley-Davidson models for 1929 is due here on September 3rd, and all motor cyclists who are interested should get into touch with the Gascon Motor Company. All the ordinary types will be represented, with, of course, the 1929 improvements, and in addition a new small twin of 770 c.c. will be shown.

Commercial Vehicles.

With the greatly increasing number of commercial motor vehicles on our streets, there are one or two points which require attention, and we understand that the Authorities have these matters in hand. In the first place, some of the vehicles are being employed for the transportation of "long" loads, which is against regulations, unless special permission has first been granted. It is naturally more convenient to carry such loads on motor lorries, but there is a right and a wrong way of doing so. The loads should be securely fastened, and not carried through the main thoroughfares during the busy hours. Special instructions appear to be necessary, both in regard to the loading, and hours when transportation may take place. There is also the question of carrying a large number of coolies. Numbers of them frequently crowd on motor lorries, irrespective of the load, and even invade the drivers' seat. This matter is being dealt with, and instructions posted on the cabs of the vehicles, while the drivers themselves are to be held responsible.

Kowloon Ferry.

Additional parking space is urgently required in the vicinity of Kowloon Ferry, and taking into consideration that a ricksha stand is provided in the centre of the road, it is rather surprising that rickshas are permitted to park near the entrance to the Godown. We think it only fair that rickshas should be confined to their stand, and that the Godown side of Salisbury Road should be entirely reserved for motor cars. The problem of finding parking room for the increasing numbers of private motor cars is no easy one, but in this particular instance, valuable space appears to be withheld without any sound reason.

Motor Caravans.

When motoring at home, one sees many of the trailer type of motor caravans drawn into the side of the road, the owners enjoying an *à fresco* meal in every comfort. These adjunct vehicles should prove most popular with motorists in this Colony, because they serve the purpose of a matched, with the added advantage that it is possible to visit beaches away from the few week-end camps. For week-end camping, the trailer system has much to commend it, and it is rather surprising that some of our enterprising car-owners have not adopted the idea before this.

The Motor "Total."

All motorists whose cars are not already equipped with fire extinguishers (and it is strange that many cars in Hongkong are not so equipped), should seriously consider the advisability of installing one of the special "Total" motor car models, the excellence of which was so convincingly demonstrated at the Fire Brigade Headquarters on Tuesday last. This particular appliance takes up but little room, and gives the assurance that should fire suddenly break out, effective means will be available to quell the outbreak in but a few seconds. Particulars should be obtained from the agents, Messrs. Keller, Kern and Company, Ltd.

Through Europe.

The Automobile Association, with Messrs. Cassell and Co., Ltd., has published a special book, which will claim the interest of motorists desirous of exploring the Continent. "The Cream of Europe for the Motorist," is by the pen of Mr. Charles F. Freeston, F.R.G.S., who, with his unequalled know-

MORE NEW MOTOR BUSES IN KOWLOON.



The above picture shows some of the new buses built for the Kai Tak Motor Bus Co., (1926) Ltd., by Messrs. W. S. Bailey and Co., Ltd., of Kowloon. The bodies, of the low load line type, have been built on Dennis chassis.

ledge of motoring abroad, has succeeded in revealing to the reader the most attractive parts of Europe in an admirable sequence of clearly written chapters and descriptive routes, plentifully illustrated by sketch maps and photo-engravings.

Train v. Plane.

A recent race from London to Edinburgh between the London and North-Eastern Railway's Flying Scotsman and a triple screw Armstrong Siddeley engined Argosy Air Liner forms the basis of an interesting comparison. Naturally the air liner was much the faster, for its normal cruising speed is from 90 to 100 miles an hour, as against the train's average of 50 miles and a top speed of 75 miles an hour. The plane weighs approximately 9 tons and carries 18 passengers and crew, while the train scales 500 tons and carries 400 passengers. The locomotive alone weighs 154 tons and develops approximately the same horsepower as the three Armstrong Siddeley Jaguar engines, each of which gives over 400 h.p. The total weight of the aeroplane's engines is approximately 1 ton, and it is interesting to note that the train carries 970 lbs. per h.p. at 50 m.p.h., as against the aeroplane's 15 lbs. per h.p. at 90 m.p.h.

Tuning-In

The following story was sent to "The Con Rod" by a correspondent who vouches for its truth. A motor cyclist was standing in a traffic block, waiting to move off. The policeman lowered his arm, and the rider tried to engage low gear. Either his clutch or gear box was on strike, and he made very dreadful metallic noises in his endeavour to get into bottom. A lorry passed him as he was clattering away to himself, and the driver leaned out. "Trying to get Daventry, mate?" he asked.

The Confidence Trick.

A London member of the Automobile Association has just been a victim of a particularly audacious swindle, arising from the proposed sale of a car by advertisement. In answer to an advertisement, a telephonic enquiry was received from a person who subsequently saw the car by appointment, and expressed his satisfaction with it. He represented himself to be a wholesale butcher, with big hotel contracts, and needed the car for the quick delivery of urgent orders. He then asked the car owner to drive him to Paddington where he had to clear a consignment of meat. The car owner waited a short time at Paddington, and the potential purchaser then returned with a document which appeared to be a freight bill, explained that the consignment should have been carriage paid, and borrowed £5 to pay the bill. He did not return.

LIFTING THE HOOD.

Rolls-Royce Interesting Book.

Rolls-Royce newest booklet, entitled "Lifting the Hood," is a brief monograph on the salient refinement employed in the construction of an engine "that never grows old." The title is quite significant, inasmuch as one of the most prevalent fallacies has been to the effect that the hoods of all Rolls-Royces were locked and sealed upon delivery to the owner, and that each owner had to apply to Rolls-Royce for a key to unlock the hood to make an engine adjustment. Purveyors of this tale, however, neglected to explain how the engine could be either oiled or cleaned.

Non-Technical Book.

This and all similar fallacies are exploded by this booklet, which discusses in the non-technical language of the layman the outstanding features of the famous Silver Ghost engine. How and why the Rolls-Royce radiator with over 6,000 extruded copper tubes is constructed as it is forms an interesting section of the booklet, as does also the story of why there are five shock absorbers under the hood; i.e., absorbers which act only on the engine and which have given it the reputation of a "Silent Shadow." They are the "slipper" fly wheel; a spring drive on the crankshaft; the centrifugal brake on the spring drive, and two torque reaction dampers.

AMERICA & ETHYL
PETROL.

Not Dangerous If Used
with Care.

Dr. J. P. Leake, of the United States Public Health service, gave evidence recently at the Office of Works in London before the Committee which is inquiring whether the use of lead-tetra-ethyl petrol is injurious to health.

He said that he was in charge of experimental investigations carried out for a Committee of Inquiry set up by the United States Government. This inquiry followed a number of fatal poisoning cases in New Jersey, where ethyl petrol was extensively handled. The Committee came to the conclusion, he said, that there was no evidence at all that there was danger to public health from the use of lead ethyl petrol. The members, as scientific men, however, said they would like the observations to be continued for another year, as it was the accumulation of lead of which they were afraid. Further observation had confirmed the original conclusion.

"SAFE VISION."

Test for Drivers.

New York, July 30th.—States and cities are co-operating to keep off the highways all drivers whose vision is regarded as unsafe, reports the Eyesight Conservation Council of America.

The council's aim is to require "safe vision" of every driver in the country. "Previous surveys made by the council have revealed the prevalence of defective vision among all classes of the population," states the council's general director, Mr. G. A. Henry. "It is regrettable that the legislatures or officials of the majority of the states have not designated standards of visual acuity for motor drivers. A few states have adopted eyesight requirements with significant results."

New York and Connecticut, for example, are weeding out the unfit in this way. Mr. Henry points out. So is Washington, D.C., which is considered relatively the safest of the larger American cities.

Based on experience in New York, Charles A. Harnett, commissioner of motor vehicles, urges all other states to adopt eyesight tests. New York now requires 50 per cent. of normal vision of every driver. Previously it was 40 per cent. Nearly half a million applicants were examined in New York last year and thousands had to have their sight corrected.

In Connecticut, out of 42,500 applicants taking the eye test, 2,200 had to have their vision corrected before they could have their licenses. Licenses were refused to 70 because their eyes were so defective as to handicap them seriously as auto operators.

ADJUSTMENT OF
CARBURETOR.

A great many car owners make the mistake of adjusting the carburetor when the engine is cold. It is always best to make adjustments to the engine when it has been run long enough to get thoroughly warmed to the valve tappets, etc. It is quite possible that the cold engine may operate very well on certain adjustments that will not agree at all with the hot engine.

THE MOTORIST PAYS.

The National Toll Bridge Company, organized to acquire existing toll bridges and ferries and to build new ones on a nation-wide scale, has been formed in Maryland.

The American Committee reported that there were no good grounds for prohibiting the use of tetra-ethyl gasoline, provided it was subject to proper regulations.

BAD DRIVING HABITS.

Think First and Act Afterwards.

By the Hon. Mrs. Victor Bruce.

Very few drivers of motor cars observe on the road. Personally, I think that hand signalling methods are the most productive of trouble so far as other road users are concerned, though in mechanical matters the almost complete ignorance of the average mass-produced novice as to what is taking place beneath bonnet and floorboards results in the formation of habits which are bad for the car.

Incomplete Tuition.

But in addition to these little tricks of behaviour—the things, by the way, though not actually dangerous or reprehensible in themselves, which make another expert driver, riding as passenger, subject to frequent attacks of nerves during the trip—there are many habits which may be formed quite unconsciously, and which are unquestionably bad. Inefficient, or insufficient, tuition is frequently the initial cause. The pupil is taught how to start up, steer and change gear, and is let loose on an inoffensive and unspectacular world as a finished product. We know, you and I, that months or years of experience are necessary to put on that final polish. And in the process, left to her, or for that, his, own devices, the novice is liable to fall into many ways of driving that are fatally easily crystallised into almost ineradicable habits.

But I wonder what is the very worst bad driving habit of all that

cases nine times out of ten we over-run it, since signposting authorities have a bad habit of their own—they invariably put the direction on the reverse side of the board to the direction in which you are travelling, no matter which this may be! Street names also are usually invisible until you have passed the turning, and signposts, even when marked on both sides are probably obscured by luxuriant foliage.

This being so, we have to make up our minds in such circumstances that it will be necessary quite often to stop, reverse back to the turning and take it calmly and safely, having first assured ourselves that there is no traffic in our immediate rear. Last moment turns are seldom safe.

Signals.

There are plenty of other bad habits in connexion with signalling unfortunately, but I think I can avoid going into detail too much by saying that signalling itself, carried to excess, is bad. Little reliance should be placed either on one's own signals or those of other people. It is so much easier and safer to glance over your shoulder or into the driving mirror and make sure that it is safe to stop or turn before attempting to do so. In the majority of cases the necessity for signalling at all is thus avoided in the country, if not in town.

So much for that. Then there is the matter of the humpy-backed bridge, which it is such fun to rush, especially from the point of view of the rear passengers! Unfortunately, these quaint little bridges are usually only just wide enough for two cars to pass, and in the exhilaration of the moment it is easy to make a habit of rushing them without thinking of the other car which may be hidden by the crest of the rise. Short, sharp hills fall in the same category. It certainly is lovely to rush them, but it isn't

safe, because you cannot see that the road ahead is clear. But the most dangerous thing of all, the necessity (if you insist on rushing such a hill) often arises, is that of overtaking a slower car on the ascent. At any moment, right up to the last when your eye-level rises above the summit, another car may come tearing up the opposite slope—and it will not necessarily be hugging its own side of the road.

Overtaking on a crowded road is always a rather difficult operation, especially for the beginner, but the slowest of drivers always seems to find someone slower—paradoxical as that remark may appear. The result is that slow or fast drivers, we become impatient, and impatience is a very bad driving habit. It leads to continued cutting-in on the perfectly harmless people who have the audacity to hold us up, and altogether is responsible for many fearsome, if not actual accidents, as well as tending to increase the congestion of an already crowded road. Perhaps the worst habit in regard to overtaking, however, is that of drawing ahead of another car which is travelling at very little, if any, less than the speed at which one wants to go, and immediately on passing the other car slowing down again to the old pace. We all of us like a clear view of the road and country ahead, but isn't it only fair to speed up for half a mile and get well away from the other car before slowing down again?

Test of Patience.

Impatience, again, leads to that selfish and even cruel habit which still seems to be fairly common—of insisting upon thrusting the car through a crowd of passengers alighting from a stationary tram-car.

Parking by the side of a popular main road is a matter that will doubtless be legally prohibited in due course, but in the meantime many picnic parties

MOTOR HINTS.

For the Newcomers.

The modern automobile owner is a peculiar anomaly of a man who knows little or nothing about the operation of his motor, but sees to it that the few demands of caring for the car are duly attended to. Both these features rebound to the benefit of the owner. The one assures attention by an experienced mechanic whenever the engine starts up some trouble the owner can't fathom. The other assures longer life and less bother on the part of the driver, so long as he sees to its proper lubrication and watches his dash instruments.

The reason for this anomalous type of auto owner is the fact that he has had years of experience in driving, is fully acquainted with an automobile so far as what should be demanded of it, and has learned to take good care of it if he wants to keep it going well for any length of time. He has learned to take the engine for granted, especially since automotive engineering has progressed to such a point that a highly efficient and dependable power plant is being produced.

But there are still thousands and thousands of newcomers in the automotive field—persons who have never driven a car. It is for these that warnings and instructions have to be repeated, so they will not be disappointed in their purchase. The mistakes of the older car owners are revealed for the benefit of the new so that these errors of neglect are gradually reduced.

The experienced driver nowadays doesn't permit his radiator to freeze or boil over. He watches his engine oil. He lubricates the chassis frequently. He keeps an eye on the tyre pressure. His battery gets its supply of water at regular intervals. And he sees that the car is kept clean and attractive.

Lubrication of engine and chassis has already become a regular duty and has forestalled many a breakdown. But car owners have still to be educated to proper and regular care of such an item as the tyres. Both the new and the old among car owners have shown little regard for this part of the car, according to dealers and service station attendants. Perhaps the reason is that despite the fact that the driver himself has to climb out and get his hands soiled. For proper lubrication, on the other hand, he merely gives the word to a station attendant.

But tyres must be kept properly inflated, they must be properly applied, cuts must be promptly filled, they must be kept from sun-light, oil, grease and heat. In connexion with the tyre care, also, the driver must see that the wheels are properly aligned, that the lugs are tight, that the rims aren't rusty or bent, that the brakes are evenly adjusted, and that tyre chains are loose. Many of these attentions may be given over to station attendants for a small fee, but all require at least the mental attention of the driver. Thus the tyres will last longer and the car will ride much better.

do not appear to realise the considerable amount of embarrassment that is caused to other traffic by their lack of thought, or bad habits, in this direction. Sometimes they do think, to the extent of pulling the car half on to the grass edge, but still leaving two wheels on the roadway.

Bad for the Clutch.

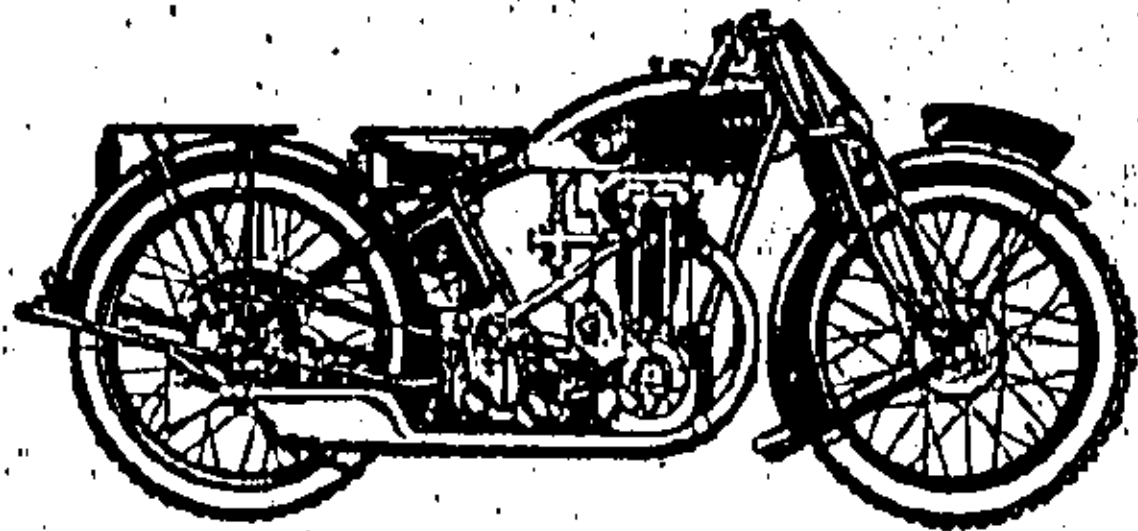
Mechanically, it is a bad habit (which the beginner is very liable to adopt, in her desire to be instantly ready for any emergency) to drive with the left foot resting on the clutch pedal. Normally, there is no intention of exerting any pressure on the pedal, but in tenseness of attitude which the beginner almost inevitably adopts it is almost certain that a certain amount of continuous strain will be thrown upon a bearing which is intended only for very temporary use. Sometimes a badly fitting car, if I may use the expression, makes it impossible to find a comfortable resting place for the left foot when it is out of use, and the clutch pedal is automatically used for the purpose. That is a habit that should be broken as quickly as possible. Usually a small block of wood can be screwed to the floorboards as a foot rest—and that is probably the best way of doing the breaking.

Jerky driving—unnecessarily violent use of accelerator and brakes—is largely a matter of habit, but as the temperament of the driver is really at the back of it there may be some difficulty in adopting the smooth and steady progress that is best for the car and passengers, as well as the rest of the world in the immediate vicinity.

In fact, any sudden action should be avoided as much as possible, and "steady does it" adopted as a driving maxim.

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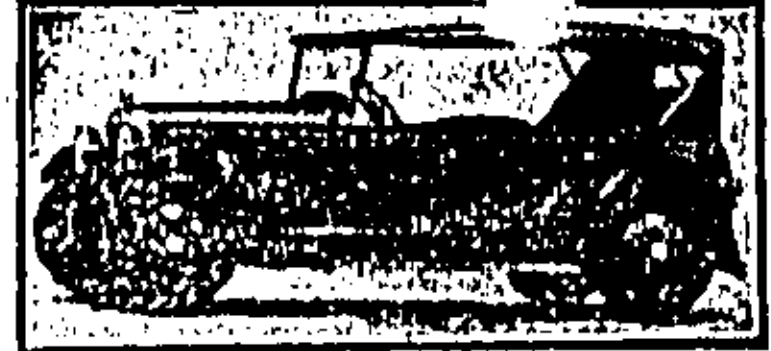
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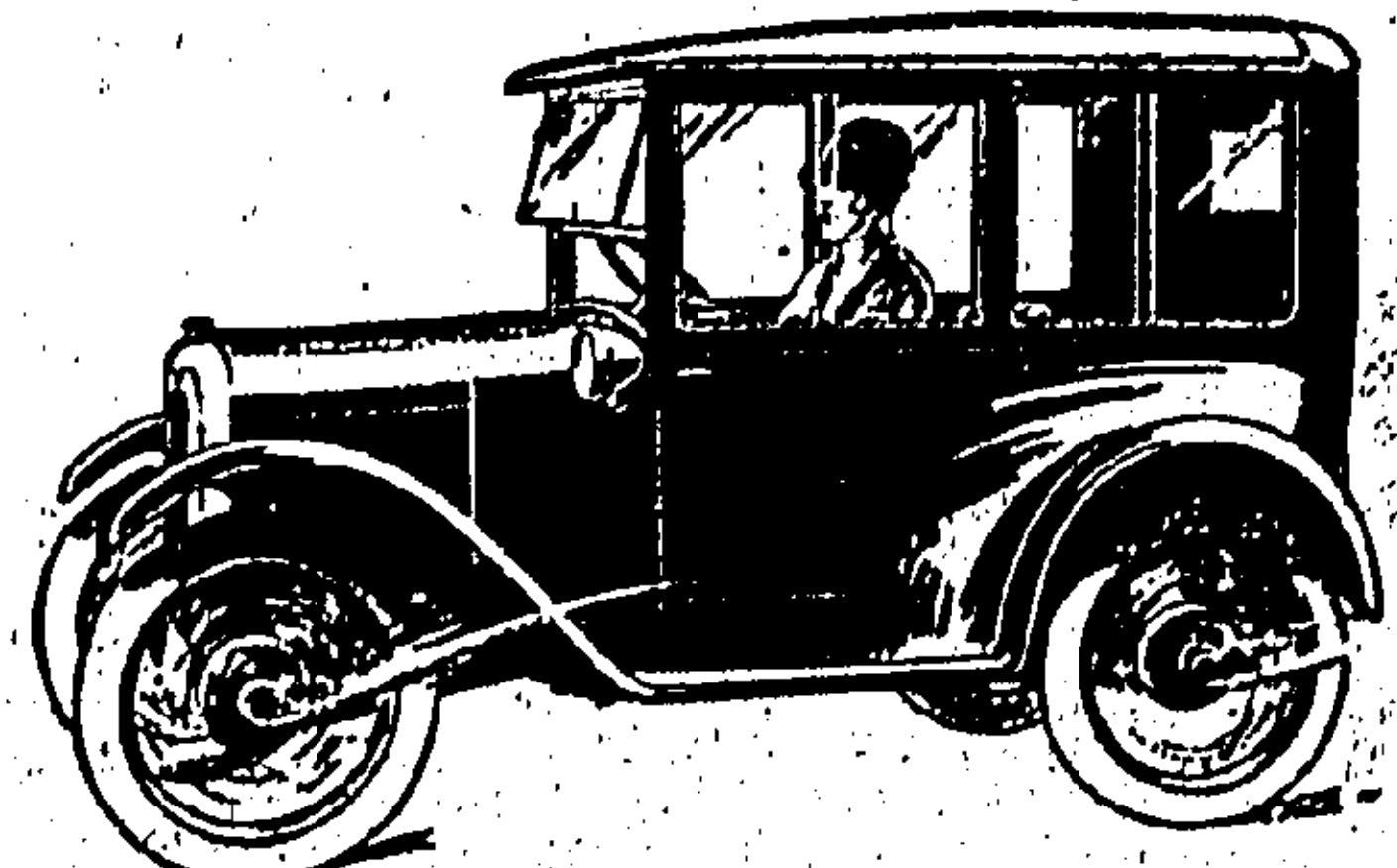
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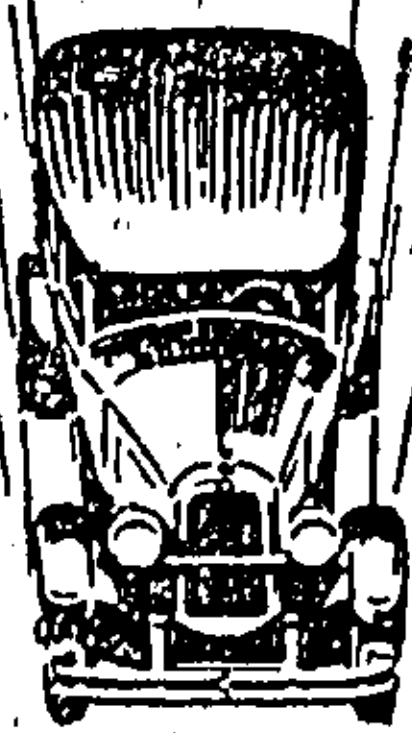
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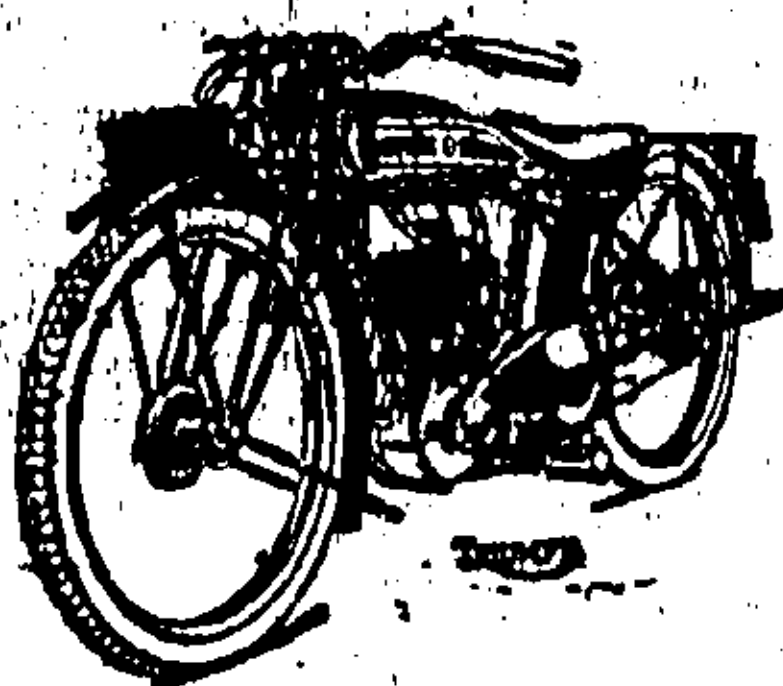
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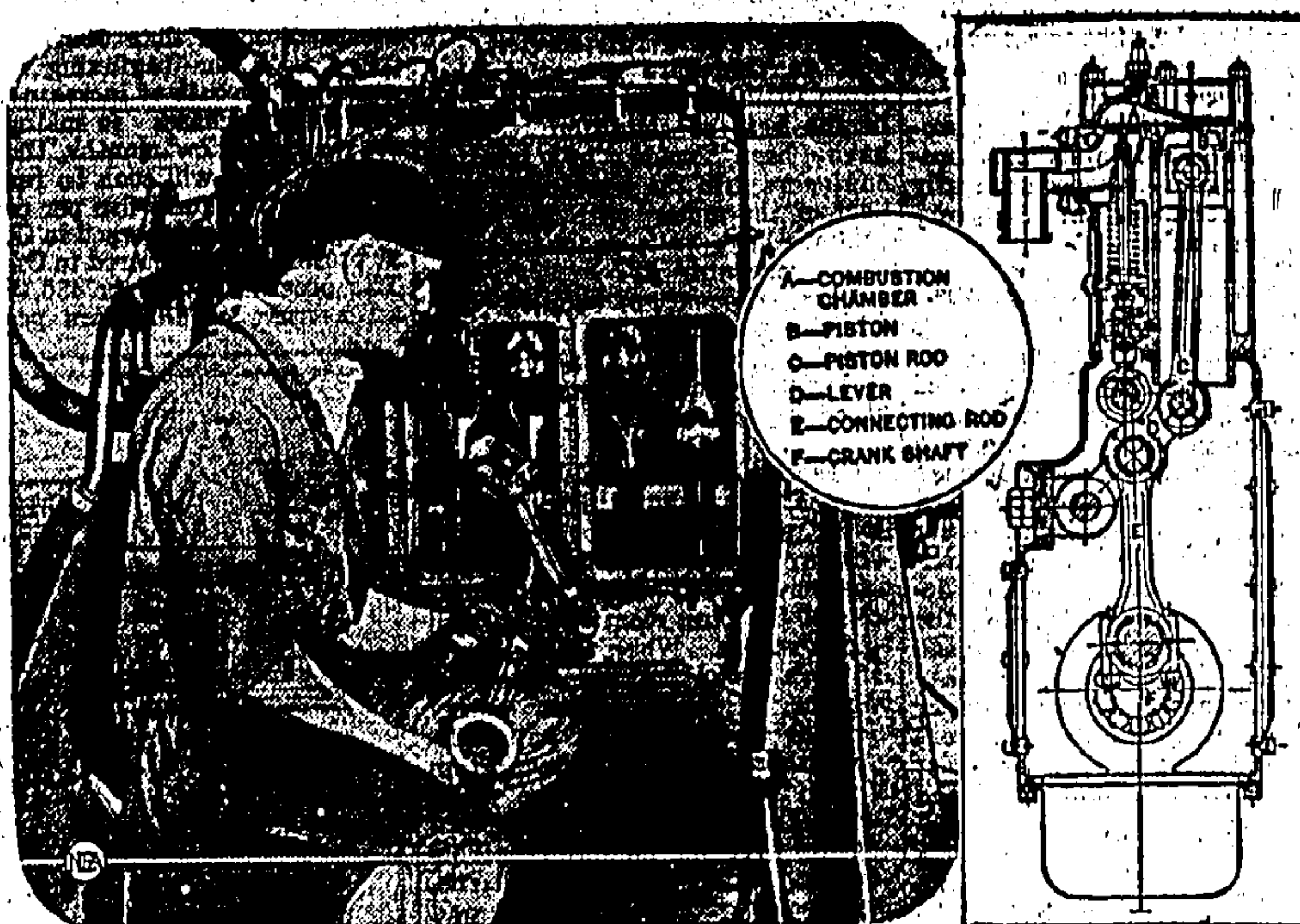
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LEVER MOTOR CLAIMS HIGH POWER.

Old Principle Installed in New Engine.

[Special Report to the Hongkong Telegraph.]



A mechanic is shown here, before an opened motor, displaying an entire cylinder assembly of a Powell Leverage Engine. The diagram at right shows the details of the assembly.

Chicago, July 30.—Automotive engineers have become interested in a new type of engine that is said to produce double the power transmitted to it by the pressure of the exploding gas on the piston.

It is called a Powell leverage engine because it adopts the principle of the lever between the piston and the crankshaft.

This engine, according to its makers here, is so designed, through use of the leverage principle, that the piston stroke is double that of the crankshaft stroke. In ordinary motors the piston stroke, being directly connected to the crankshaft, is the same as the stroke on the shaft.

The lever is about halfway between the piston and the crankshaft. Its fulcrum at one end is bolted to the side of the cylinder, the other end is connected to the bottom of the piston rod, while at its centre is the upper end of the connecting rod.

Doubles Stroke of Piston.

As a result of this arrangement, the piston can take double the stroke, and therefore double the

speed, it ordinarily would take for the same power transmitted to the crankshaft in the existing motors. The designers of this motor claim several advantages to the long stroke, double speed motors, among them being flexibility, greater turbulence due to the need of a smaller combustion chamber, greater economy in use of fuel, high thermal efficiency, high compression and greater durability.

"While high piston speed increases the economy and flexibility of any engine," say the Powell motor designers, "this feature in a conventional engine shortens its period of usefulness through strain which cannot be avoided because the rest of the engine must travel at a speed corresponding to that of the piston. In a Powell leverage engine, the effect of this piston speed is not more rapid motion of other parts, but more power from the same amount of fuel."

The lever, it is added, is similar to a reduction gear in that it reduces a high piston speed into a slow r.p.m. of the crankshaft, with the resultant difficulties and weight of a reduction gear.

Claim Superior Features.

The designers stress especially the long stroke, small bore and smaller combustion chamber, all of which they say combine to produce high compression, greater power, a faster and more powerful engine and all at less fuel cost. Only the lever equipment is different from the conventional motor in design. This has been made accessible by providing a plate at the side of the motor, the removal of which opens up the inside for inspection or repair.

The engine designed for passenger car service, is made in six or straight eight models, with 2½-inch bore, 6-inch piston stroke and 3-inch crankshaft stroke.

There is a six-cylinder, bus engine, with 3½-inch bore, 6-inch stroke and 3-inch crankshaft stroke, that is said to develop 85 horsepower at 1900 revolutions a minute. It weighs, with all accessories, only 900 pounds.

In addition to these, a truck design has four cylinders, of 2-inch bore, 8-inch piston stroke and 4-inch crankshaft stroke. All bearings get force feed lubrication.

PARKING IN SYDNEY.

Motorists in Quandary.

Confronted by "No Parking" notices in half of Sydney's streets, motorists immediately drive to the other half, and joyfully park their cars. Little do they know that this, too, is illegal, and they might be "booked" at any moment.

Parking in Sydney is done really on sufferance. This much was learned at the Traffic Department recently. New streets are added every week to the "no parking" area, and in the others drivers are met with gleaming yellow discs explaining that a car can be left only half an hour.

Although the Traffic Department takes a very lenient view of parking in such areas as Macquarie-street and Gresham-street, it is against the law, and a constable can just as easily "book" a car there as anywhere else. Of course, the car has to be an obstruction to traffic before he

can do so, but motorists say that "obstruction to traffic" is a phrase that can be used in many ways.

Makes Allowances.

The point is that, strictly, parking anywhere in the city streets is against the law, but the Traffic Department, makes certain allowances in particular streets. The department, however, is strongly against a motorist arriving in the city in the morning leaving his car in some street all day, and then taking it away again towards evening. This, it says, is done frequently and if the culprit is caught he will be prosecuted.

One motorist when asked about parking grinned, and said that if his luck was in he wouldn't be "booked," but if it was out then he would certainly receive a blue paper. "The joke of it is that you don't know when you are breaking the law," he added.

Regarding the half-hour park sections a motorist is in danger there also. If a car happens to obstruct the traffic in any way the number is taken and the court is the next step.

EDUCATING PEDESTRIANS.

No better proof of the efficiency of education in traffic safety can be had than the example of San Francisco.

This city began shortly after the first of the year in applying the regulations and methods suggested by the model traffic ordinance of Miller McClintock, the noted traffic engineer, and already it notes a decided decrease in its toll of traffic deaths and injuries.

This ordinance is less one of compulsion than of prevention and education, and as such turns the tables on the old school of thought. It provides for extensive use of automatic signals, marking of crosswalks, designation of parking and loading zones and other means of modern traffic control.

While the new law prohibits jaywalking, city officials prevent this habit by educating pedestrians into crossing streets at intersections and with traffic.

In addition the city is conducting a safe summer driving campaign to cut down the toll during the most hazardous period of the year. Police are co-operating, while other departments are helping along with such things as free brake inspection and headlight adjustment. Radio, newspapers, women's clubs, the street railway and the pulpits are being used to spread traffic education, and as a result a further decline in street accidents is expected.

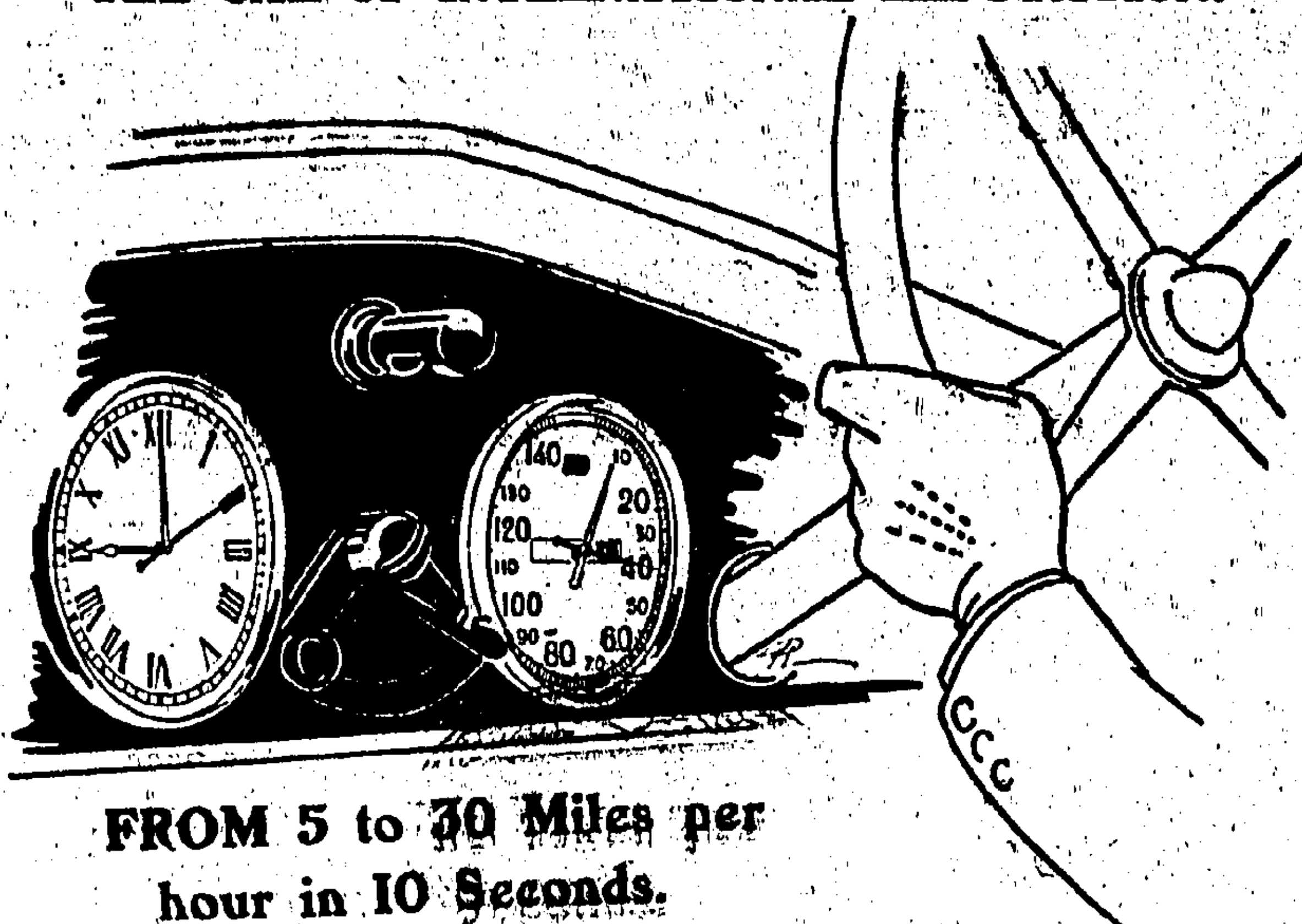
Thus, while San Francisco must have a law of some kind to control the recalcitrants, it lays most stress on methods of common sense, of education and prevention which appeal more to the people than any number of compulsory rulings.

It is a method which other cities would do well to emulate.

Some of the shops in certain parts of the city find that their women customers are being inconvenienced, especially when they drive their own cars.

Ways and means of avoiding this are being discussed by a number of firms, and David Jones, Ltd., have acquired a special parking area in Cathedral-street where an attendant takes charge of the cars.

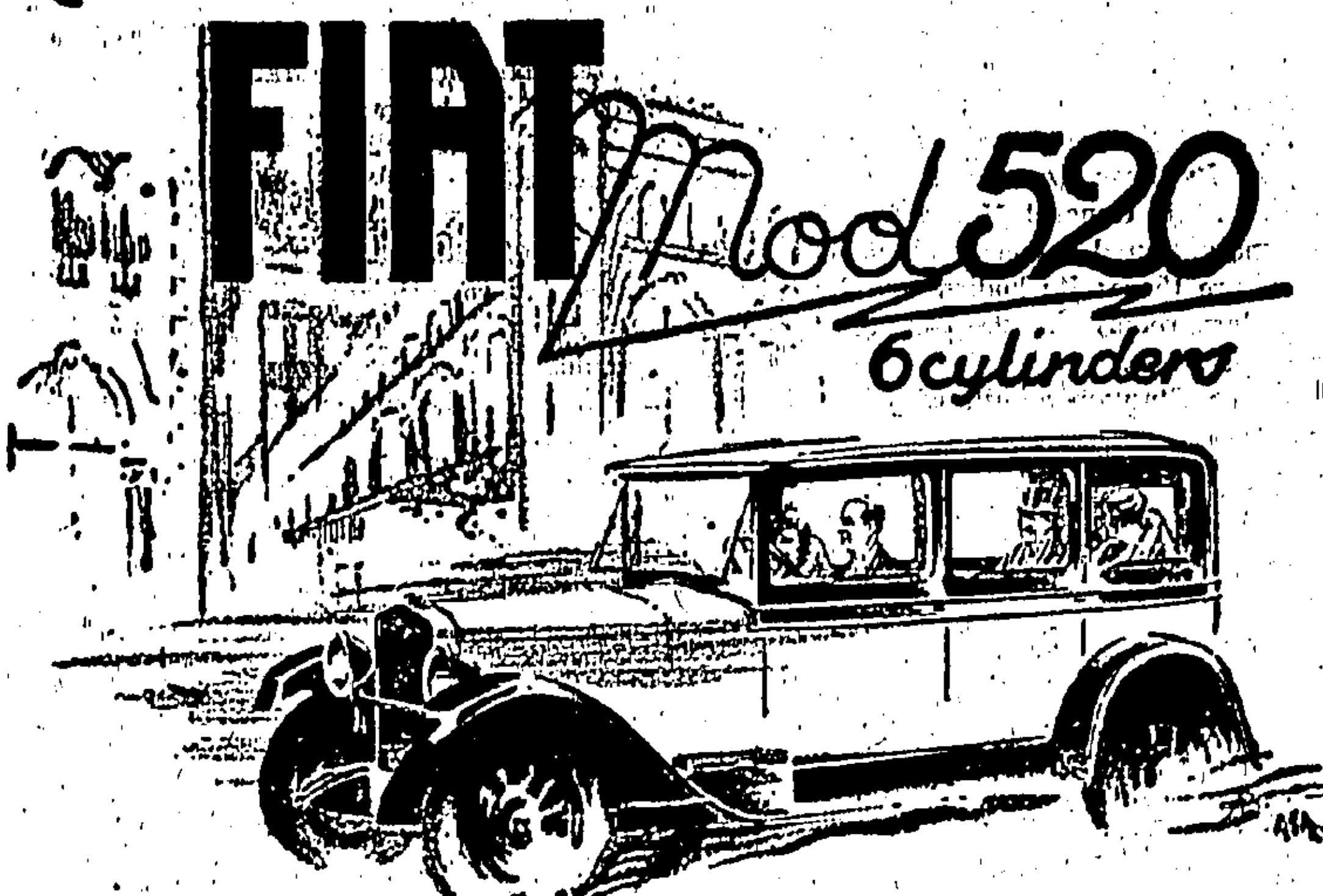
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THE AMMETER.

Some Points of
Guidance.

[By Israel Klein.]

Perhaps the most important and least noticed instrument on the dash board is the ammeter. The dial might shift from charge to discharge, might vary in its recording day and night, and yet remain the mystery it seems to be with most of us.

The reason is that, of all parts of the automobile, the ignition system seems to be the least understood. The ammeter records only a small part of that system, and even this part is sorely neglected.

Yet a few homely tips about the ammeter and what it controls would save the driver the cost of his headlights and other lights on the car, the generator and the battery—important instruments if the automobile is to run properly.

For instance, a driver who knows his ammeter needn't get out of his seat to see if his stop light is working, or if there's enough water in the battery, or if his battery is being overcharged. The ammeter will tell.

Take the matter of the stop light. With all other lights out, the act of depressing the brake pedal which should light the stop signal causes the needle of the ammeter to jump slightly to the discharge side if that signal is working.

So then, if the needle doesn't make this jump at depression of the brake pedal, it's a certain sign that the stop signal is out.

During winter, the generator usually is adjusted to charge the battery at a higher rate than during summer in order to make up for extra use of the headlights. But the generator shouldn't overcharge.

The point at which the generator charging rate may be deter-

mined as correct is easily determined. With the headlights and tail light on and the automobile going along at 25 miles an hour, the needle of the ammeter should be pointing at the zero mark on the dial.

If the needle, under this condition, is pointing toward the charge side, the generator is overcharging the battery. If it points toward the discharge side, the generator isn't charging enough and the lighting system is draining the battery.

Pointing of the needle at zero, with lights working and car going at 25 miles an hour, shows that the generator is supplying just enough energy to light the lights while the battery is resting. The energy the generator supplies during the day goes into the battery to keep it prepared for the job of starting the car.

If the generator has been adjusted to this point properly and the needle begins to move over toward the discharge side despite this adjustment—be assured your battery is drained dry. Another sign of this state of the battery is dimming of the headlights.

Then, all that's needed is to re-
fill the battery and go on.

The ammeter also will tell when the battery terminals are corroded. The needle will shift over to the discharge side. Cleaning of the corroded terminals will bring the needle back to the zero mark.

The charging rate of the generator needn't be any higher than about 10 amperes, at 25 miles an hour, except when the automobile is being used more often at night than by day, or there is much starting and stopping.

If the generator keeps charging at a higher rate, there is the liability of burning out the head lamps or tail light.

This, in fact, is one of the causes to look for when the head lamps burn out too often. The generator charging rate need only be reduced slightly to correct this fault.

That should best be done by a service station ignition man.

RIM REPLACEMENT.

Care Must be Observed.

The "shimmying" of a tyre is sometimes due to carelessness in the way the rim is placed on the wheel. Care must be exercised to have the rim and tyre true on the wheel, for if the rim is placed on the wheel so as to be out of true the tyre will wear quickly. The way to put on a rim is as follows: First scrape with a file or sandpaper all rust from the rim and felloe band; then turn the wheel so that the valve stem is on the top; then lift the top of the rim onto the wheel, insert the valve stem in its hole, and when satisfied that the lug near the valve stem and on the inside of the rim will fall into its hole on the felloe, "clam on" the bottom of the rim. Next put on the wedge ring of that type of ring, and screw on all of the lugs by hand. Then with a tool turn one of the bolts until a gentle pressure is required, then go to the one opposite it; then again across, after which go around the rim a number of times, giving each nut a half turn until all are tight.



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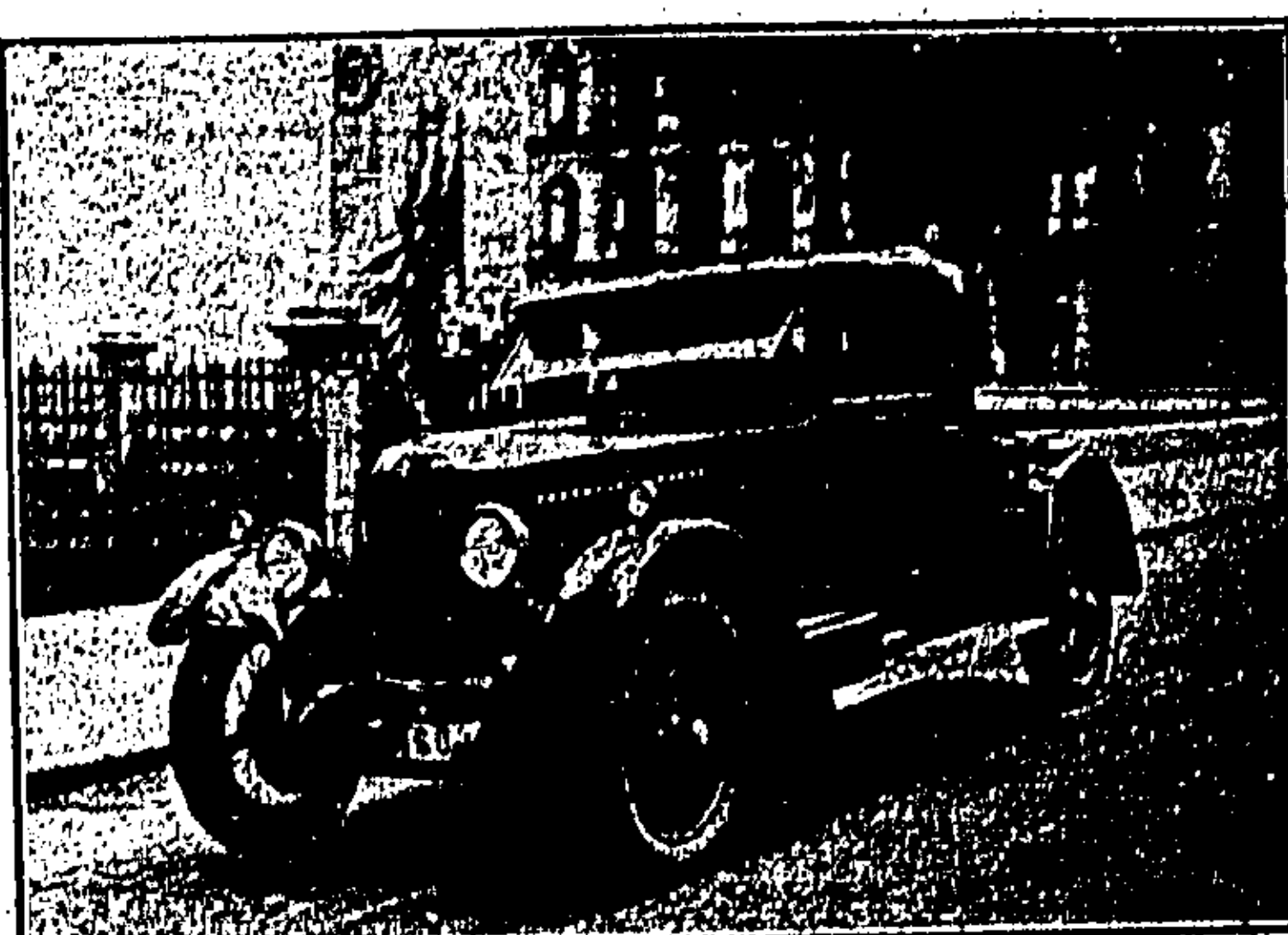
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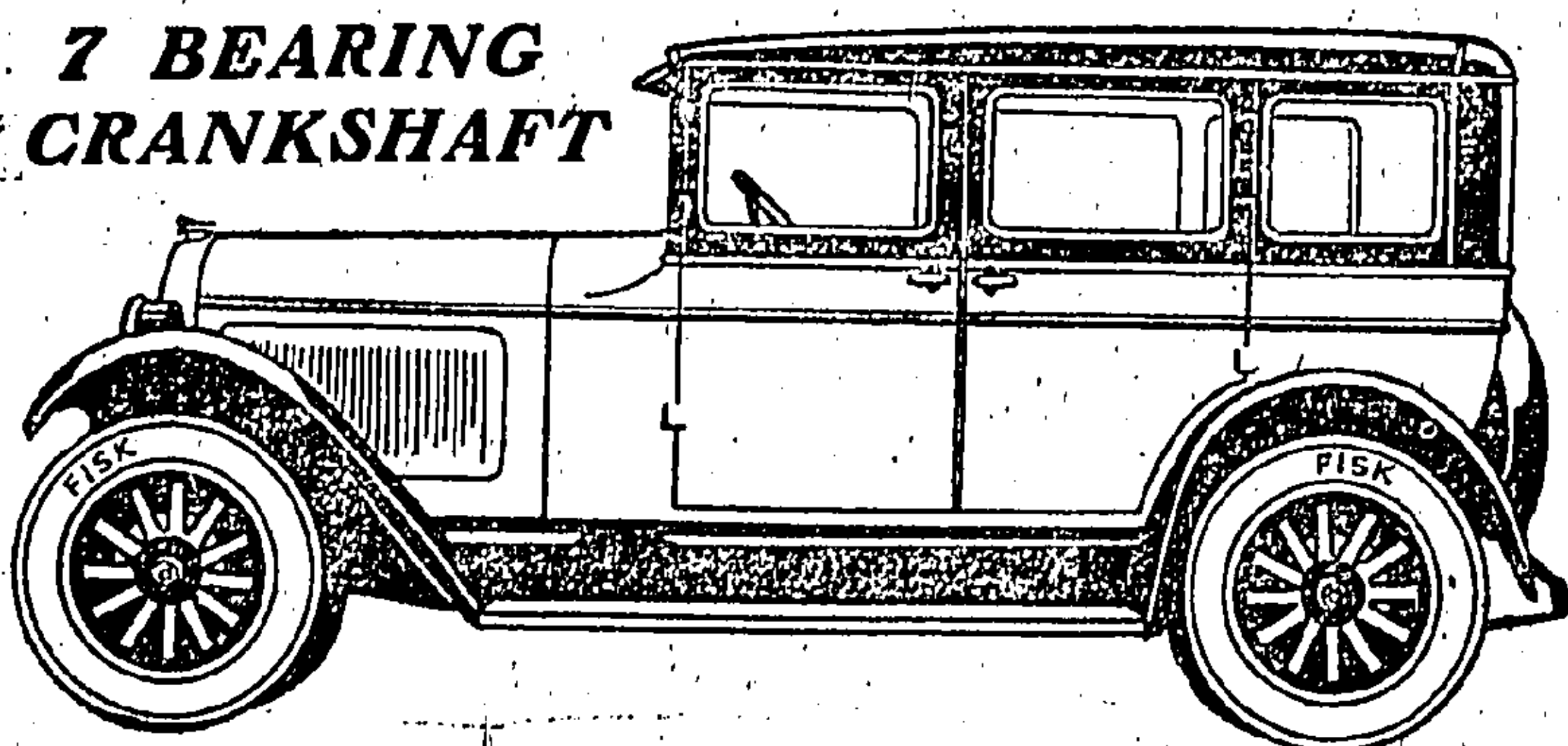
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DIRT-TRACK CAR RACING.

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In America and Australia, where they have been at the dirt-track game for many years, racing on an unbanked course of earth or cinders has been brought to a fine art. It provides all the thrills of road racing in the restricted area of an oval or circular track and, provided that grandstands are properly arranged—as they generally are—the spectators can see every incident in a race.

Racing Which Looks Dangerous.

The roar of the super-tuned cars hurtling round and skidding in the dust, the blackened, bogged faces of the drivers and mechanics, the clouds of dust drifting with the wind, provide a spectacle such as can never be witnessed on a cement or board track of the older type. The success of a participant in a race on the "dirt" depends as much, if not more, on the skill of the driver as on the speed of his car. Constantly, as they tear round the bends in a more or less continuous skid, the drivers are experiencing narrow escapes; an over-corrected skid may send them crashing into the inner barrier of the oval. When passing a competitor at speed there is the ever-present risk of becoming entangled with the wheels of another racer, while if a bend be taken too fast the car, skidding in the loose dust, will be hurled by centrifugal force towards the outer edge and may well end in over turning. Thus there can be no doubt that dirt-track racing for cars, when fully developed in this country, will be every bit as full of thrills as the motorcycle events that now take place many times a week. The public will go, not as it does "to the dogs" or to Brooklands mainly for the purpose of betting, but will crowd against the encircling wire-protected railings with the same enthusiasm as it would flock to a cinema to see some thrilling film or to the stirring pageantry of the Aldershot tattoo.

The possibilities, therefore, are that dirt-track racing for cars bids fair to become an open-air amusement for the multitude, besides a valuable means of developing and testing automobiles. Consider the evolution of the vehicle developed on the "dirt." It must be skid-proof; it must be capable of terrific acceleration between the bends; it must be incapable of overturning and equipped with powerful brakes in order to enable the driver to avoid the consequences of an accident to a car in front of him.

What Has Been Done in America. In America, where for many years specially tuned-up Fords have been popular for this class of racing, all sorts of special fittings have made their appearance. For instance, special front and rear axles and springs have been made so as to allow the chassis to be offset with regard to the centre line of the car, the idea being that the weight of the vehicle and its driver shall be as near as possible to the inner edge of the track to minimize the risk of overturning as the result of a skid. One of the reasons for the old-type Ford being so popular was the front case with which its pedal-operated two-speed gear could be manipulated and the rapid getaway which it made possible.

If we consider the possible lines of development of already fairly low European cars, we may find that what may be described as an optimum height for the centre of gravity is arrived at. In order to prevent overturning, constructors of present day sports and racing cars make them closer and yet closer to the ground. Is it not possible, however, that a car which is impossible to overturn may skid to a greater extent than one which, while low enough not to overturn readily, has a high enough centre of gravity to cause the vehicle to heel over to a very slight extent, thus putting a greater amount of weight on the inner wheels? If this rather delicate condition can be arrived at, the car will be as free from skidding as it is from any likelihood of overturn.

Alterations to Special Racing Cars. Fairly close-ratio two-speed gears with a lightning change are likely to prove popular. Air cleaners for the carburetors, and even for the pump breathers, will be an absolute necessity if the engines are not to be ruined by the gritty particles suspended in the air during a race on a dusty dirt track. Wire stone guards of a finer mesh than those at present used for road and track racing will be adopted for radiators to preserve the honeycombs from the impact of flying stones, and brakes will be improved so as to give tremendous retarding power without any risk of locking the wheels on the treacherous surface of the track.

It may well be found that the quarter-mile courses for motor

ON SPARK PLUGS.

Some Useful Hints.

[By Israel Klein.]

The spark plugs tell the condition of your engine.

Vice versa, the action of the motor will tell whether the spark plugs are giving full service.

It is therefore essential that these little ignition units be kept in the best of condition. Tests have been made by ignition engineers into the working of this part of the motor, with the result that we have quite exact information concerning it.

This information, coupled with advice on spark plug and motor maintenance, should assure the motorist a good running car, provided he follows it.

Gasoline has several elements, including sulphur, that cause spark plugs to wear away. If sulphur is present in an excessive amount it will hasten deterioration of the plug electrodes as well as the valves. When the electrode is worn away by the action of sulphur, cleaning with emery cloth or a scraper is of no avail.

Another source of deterioration is the iron content in the gasoline. This in time leaves a brown coating over the insulator. This coating, under certain conditions, is a good electrical conductor and causes missing of the engine because the spark current travels through the coating instead of jumping the gap. Since the coating can't be cleaned off readily, the best remedy is to change plugs.

Worn out spark plugs cause missing of the engine, which in turn produces the following six major troubles:

1. Oil pumping, causing formation of carbon and sticky valves.
2. Poor starting and excessive drain on the battery.
3. Poor running.
4. High gasoline consumption.
5. Larger engine repair expense.
6. Poor driving satisfaction.

The condition of the motor can be revealed by examination of the spark plugs.

If the base of the plug is covered with a dry, hard lump carbon formation, the engine has good compression but is consuming too much oil.

If the plug base is covered with a fine, soft, dry carbon-like lamp-black, the engine has good compression but the carburetor is set too rich or the choke is not opening all the way.

If the plug base is covered with a fine soft carbon wet with gasoline the engine has either poor compression, the carburetor mixture is too rich, or the choke isn't open all the way.

If the base of the plug is wet with clean oil and gasoline, the ignition system is defective and isn't furnishing the proper spark to ignite the charge in the cylinder.

By making proper adjustments in spark plugs and the rest of the ignition system you may save gasoline and oil, reduce the wear on the engine to a minimum and realize quiet and powerful operation.

It is recommended by spark plug engineers that these units be renewed about once a year.

Less "Orphans."

Dealers in parts for "orphan" automobiles are experiencing their worst season in the past 15 years. Present figures show a decrease of 40 per cent. in volume of trade and the amount is still dropping off.

At first it will doubtless be found that every driver will have his own theories as to how best he can make his car hold the track. With too light a vehicle, having a low gear (a combination which, on a good surface, would ensure wonderful acceleration), violent wheel-spin and consequent skidding are likely to result; on the other hand, excessive weight or too high a gear will cause the vehicles to be sluggish, so that they take too long to pick up again after slowing for a curve.

No Dearth of Suitable Tracks.

There is a very large number of disused racecourses scattered about the country, many of them being in the suburbs of large towns. Those could speedily be rolled over enough to eliminate serious bumps and hollows, whilst the cars themselves would soon wear down the grass and provide the necessary earthen surface.

MILLION CARS.

Progress in Canada.

Ottawa, July 28.—Automobile registrations in Canada will pass the 1,000,000-car mark by the end of 1928, according to a bulletin issued by the Dominion Bureau of Statistics.

There were 945,672 motor vehicles in Canada on June 1, the bulletin declares. "This was an increase of more than 600,000 compared with the beginning of the year. If the rate of increase in automobile purchases is maintained for the next few months, the million-car mark will soon be reached."

More than forty-five per cent of all the automobiles owned in Canada at present are registered in Ontario. The province's total is 486,120, or an average of 15.7 cars per 100

population. Quebec ranks second with 18,459 cars, or 4.9 per hundred. The Prairie Provinces of Manitoba, Saskatchewan and Alberta, where farming is experiencing a rapid development in the areas served by the Canadian Pacific Railway, have a combined car registration of 244,320. British Columbia has 77,617 cars, Nova Scotia 80,059, and New Brunswick 24,544.

Canada is building good roads to keep abreast of increased automobile ownership. Reports from every province received by the Canadian Good Roads Association indicate that more money will be spent on highway construction throughout the Dominion this year than in any in history. Construction of a \$50,000,000 asphalt road from coast to coast across the Dominion is one of the projects now under consideration.



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.

Brake Horse-Power 35 at 2,500 Revolutions.

Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.

Speed 50 M.P.H.

Model	Nett Weight	F. O. B. Factory Price	Extras	Packaged Shipping Delivery	Nett Hongkong Price
Roadster	2-pass. 2,006 lbs.	G\$495	G\$54	G\$216	G\$765
Tourer	5-pass. 2,056 lbs.	495	57	216	765
Coach (2 door)	5-pass. 2,316 lbs.	585	40	265	890
Coupe	2-pass. 2,176 lbs.	505	40	265	800
Sedan	5-pass. 2,306 lbs.	675	40	265	980
Cabriolet	4-pass. 2,276 lbs.	695	40	265	1,000
Landau Sedan	5-pass. 2,396 lbs.	715	40	265	1,020

Hongkong Price includes spare rim Tire & Tube, Dumper, bulb Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.

Brake Horse-Power 35 at 2,500 Revolutions.

Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.

Speed 45 M.P.H.

Half Ton Chassis	1,615 lbs.	G\$375	G\$20	G\$155	G\$550
Half Ton Chassis and Cab No. 560	2,015 "	490	20	215	725
Cab Top Express Truck	128 2,280 "	530	20	240	790
Screen Express Truck	103 2,705 "	570	20	265	855
Combination Truck	101 2,520 "	580	20	265	865
Panel Express Truck	205 2,265 "	600	20	250	870
Eight Passenger Bus	34 2,265 "	615	20	255	890

Hongkong Price includes spare rim Tire and Tube, Right Hand Drive.

CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.

Brake Horse-Power 31 at 2,500 Revolutions.

Piston Displacement 170.9 Cubic Inch. Wheel-Base 124 Inches.

One Ton Chassis	2,130 lbs.	G\$520	G\$45	G\$165	G\$730
1 1/4 Ton Chassis	2,230 lbs.	520	115	165	800
1 1/4 Ton (146") Chassis	2,410 lbs.	520	215	165	920

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Sedan Cab	No. 506 400 lbs.	G\$ 65	G\$30	G\$ 65	G\$180
Cab Top Body	No. 328 775 lbs.	175	30	115	320
Screen Body	No. 303 550 lbs.	235	30	145	410
Combination	No. 303 1,000 lbs.	250	30	145	425
Panel Body	No. 405 800 lbs.	270	30	125	425
12 Pass. Bus	No. 39 775 lbs.	305	—	130	435

All Prices and Specifications subject to change without notice.

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LYON GRAND PRIX M.C. 1st and 2nd.

GRAND PRIX OF THE LIMONEST 1st, 2nd, and 3rd.

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MARSEILLES GRAND PRIX. 1st won on M.G. machine.

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A Trial Demonstration Will Be Arranged On Request. For Particulars Apply To:— 45, Nathan Road, Kowloon.

STUDEBAKER PLEASURE CARS

HONG KONG DELIVERED PRICES.

ERSKINE SIX.

R.A.C. Horse-Power Rating 18.16.
Brake Horse-Power 45 at 3,000 Revolutions.
Piston Displacement 160.57 Cubic Inch. Wheel-Base 100 inches.
Speed 62 M.P.H.

Model.	Weight	F.O.B. Factory Price	Extras	Packed for Delivery	Delivered Price
Tourer	2,425 lbs.	G\$ 835	G\$105	G\$210	G\$1,150
Cabriolet	2,370 lbs.	845	130	265	1,240
Roadster	2,405 lbs.	965	75	210	1,250
Club Sedan	2,462 lbs.	860	130	265	1,255
Sedan Regular	2,537 lbs.	945	130	265	1,340
Sedan Royal	2,545 lbs.	1,045	100	265	1,410

Hong Kong price includes Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 70 at 2,800 Revolutions.
Piston Displacement 251.6 Cubic Inch. Wheel-Base 115 inches.
Speed 65 M.P.H.

Duplex Tourer	5-pass.	3,075 lbs.	G\$1,195	G\$110	G\$275	G\$1,580
Tourer Royal	5-pass.	3,020 lbs.	1,265	110	275	1,650
Roadster Royal	4-pass.	2,990 lbs.	1,245	145	275	1,665
Club Sedan	5-pass.	3,110 lbs.	1,185	145	340	1,670
Coupe	5-pass.	3,075 lbs.	1,195	145	340	1,680
Tourer Royal	7-pass.	3,040 lbs.	1,325	110	275	1,710
Sedan Regular	5-pass.	3,250 lbs.	1,355	145	340	1,750
Coupe Royal	4-pass.	3,130 lbs.	1,295	145	340	1,780
Berline	5-pass.	3,290 lbs.	1,315	145	340	1,800
Victoria Royal	5-pass.	3,140 lbs.	1,345	175	340	1,830
Sedan Royal	5-pass.	3,280 lbs.	1,395	110	345	1,850
Berline Royal	5-pass.	3,370 lbs.	1,465	110	345	1,920

Hong Kong price includes Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 120 inches.
Speed 72 M.P.H.

Club Sedan	5-pass.	3,520 lbs.	G\$1,435	G\$145	G\$380	G\$1,960
Roadster Royal	4-pass.	3,328 lbs.	1,595	105	300	2,000
Victoria	5-pass.	3,488 lbs.	1,495	145	380	2,020
Sedan	5-pass.	3,548 lbs.	1,495	145	380	2,020
Berline	5-pass.	3,600 lbs.	1,575	145	380	2,100
Victoria Royal	5-pass.	3,548 lbs.	1,625	145	380	2,150
Cabriolet Royal	5-pass.	3,425 lbs.	1,625	145	380	2,150
Sedan Royal	5-pass.	3,613 lbs.	1,665	145	380	2,190
Berline Royal	5-pass.	3,665 lbs.	1,705	145	380	2,230

Hong Kong price includes Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.45.
Brake Horse-Power 100 at 3,000 Revolutions.
Piston Displacement 315 Cubic Inch. Wheel-Base 131 inches.
Speed 80 M.P.H.

Cabriolet State	5-pass.	3,980 lbs.	G\$2,250	G\$ 50	G\$420	G\$2,720
Sedan State	5-pass.	4,171 lbs.	2,250	50	420	2,720
Sedan State	7-pass.	4,236 lbs.	2,350	50	420	2,820
Berline State	5-pass.	4,220 lbs.	2,350	50	420	2,820
Tourer State	7-pass.	3,556 lbs.	2,485	—	340	2,825
Berline State	7-pass.	4,266 lbs.	2,450	50	420	2,920
Limousine	7-pass.	4,306 lbs.	2,450	50	420	2,920

Hong Kong price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid and Tourists Trunk.

Equipment and Price subject to change without notice.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

WHICH IS THE WEAK CYLINDER?

In the case of an engine which, while not actually missing explosions, has lost some of its power and no longer runs with the smooth "purr" and evenness of action which it once did, it is pretty safe to assume that one or more of its cylinders have become weak in their action. Before making repairs, it is necessary or at least desirable to know which cylinder or cylinders are not functioning properly and the following suggestions refer to identifying these weak ones: Almost always, a cylinder which is contributing less power than it should, is one which leaks gas and therefore shows a lower pressure during the compression stroke. If one can obtain a compression gauge, the engine should be warmed up, the spark plug of No. 1 cylinder removed and the gauge screwed into its place. The engine is then run, with the hand throttle set so as to give about a 25 m.p.h. speed and the gauge pressure noted. The same procedure is followed until readings from all cylinders have been obtained. The cylinder or cylinders which give readings markedly below the average of the pressures indicated will generally be found to be the one or ones which require attention as to valves, piston-rings or lubrication. If no compression gauge is at hand, a fairly accurate idea of the tightness of each cylinder can be obtained by hand-cranking it through its compression stroke, with the spark-plugs of all other cylinders removed. The cylinder or cylinders the pistons of which can be cranked past compression, with a very slight momentary resistance being felt, are doubtless leaky as compared with those cylinders the pistons of which require strong sustained effort to force them through the compression stroke. A more direct test for weak cylinders is made by short-circuiting spark-plugs while the engine is running, thus throwing out of action those cylinders which have their ignition interrupted. The cylinder or cylinders which can be "cut out" with the least effect on slowing down the engine are "weak." The testing device known as a cylinder cut-out consists of a group of switches, so connected as to ground any plug at will. In using this, the engine is set running and (in the case of a six) cylinders are cut out and the throttle correspondingly opened until only two, say Nos. 1 and 2 are firing and the engine is still running at a fair speed, which is carefully noted with the throttle-setting unchanged, by opening and closing the appropriate switches, the engine is successively run on other pairs of cylinders such as 2-3, 3-1, 4-6, 5-4 and 6-5, each cylinder being thus included in two combinations. Usually those two combinations which give the lowest

speed will both be found to include the same cylinder, which can properly be regarded as the weakest of the six. A similar, but cruder test, can be made by shorting spark plugs with a pair of insulated-handled screwdrivers.

Do Engine Run Smoother at Night?

Question.—Some motorists claim that an engine runs much smoother on night air and also on a damp day than during dry conditions. What is there in this idea?

Answer.—This belief is very general and it seems that it must have some foundation, but so far as we know, its truth has never been scientifically verified. Stationary engines, using heavy fuels, are sometimes run with water injected with the charge in order to reduce knocking, the theory being that the heat required to evaporate the injected water reduces the temperature and pressure at the peak of the explosion and thus does away with the extreme stresses that cause rough operation. At one time, as you doubtless know, humidifying devices, designed to furnish moisture in the charges, were considerably used on motor car engines, with the idea that the alleged smoother running obtained with night air could be reproduced, but it appears that these arrangements, in most cases, did not produce results which warranted their maintenance. At least, they were not adopted as regular equipment, to car knowledge. The whole question is rather "in the air."

Air Intake Temperature.

Question.—What is the most advantageous temperature of the air, as it enters the carburetor of a motor car engine? Can it be too low or too high?

Answer.—No generally applicable figure can be given. If there is a hot-spot or other means for applying considerable heat to the mixture in the manifold and if a highly volatile fuel is used, a much lower air temperature is desirable than in case manifold heat supply is small or absent and rather involatile gasoline is used. The entering air temperature should be high enough so that, with the heat added to the charge, before ignition, vaporization shall be practically complete, but it should not be too high as this may result in the charge being pre-expanded, before ignition, which of course, reduces the ratio of expansion within the cylinder and thus cuts down the power developed. Probably it is true that air entering at less than 100 degrees F. is in most cases disadvantageous, as not tending toward effective vaporization, but specific circumstances alter the requirements very greatly.

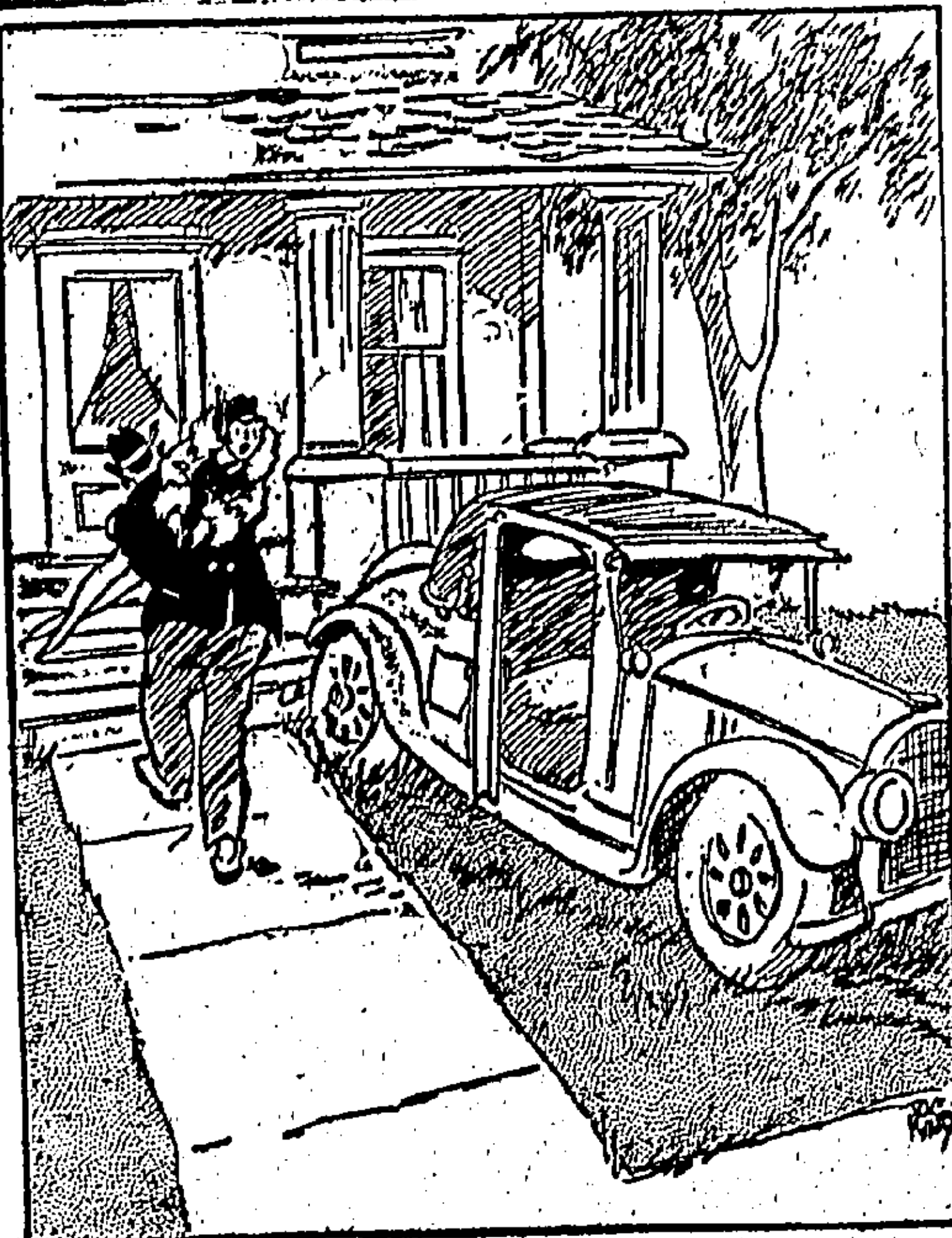
USE FORESTS AS CAMPS.

Auto campers touring California last year used that state's 18 national forests as camping grounds. Nearly 700,000 campers visited the parks.

DETROIT'S DRIVE.

A seven-mile highway, 120 feet wide and costing the city between ten and sixteen million dollars, has been voted upon and passed by the council of Detroit.

THE FORGETFUL TRUCK DRIVER TAKES HIS GIRL HOME.



NOISY MOTORISTS.

By Lord Montagu of Beaulieu.

For many years we have been hearing continually of the dangers arising from the speed at which motor vehicles are driven, while very little attention has been paid to the noise made by them and many other kinds of traffic.

Nowadays in big towns sleep is almost impossible in the main thoroughfares, not only for those unfortunate people who happen to have bedrooms facing on main streets but often for those in minor streets as well. Formerly horse-drawn traffic used to cease at night, but now motor-car traffic goes on all through the twenty-four hours, and much heavy traffic travels by night only.

But it is not fair to blame drivers of motor vehicles for a good deal of noise. The Motor Car Act of 1903, and the regulations made under it, enjoin the motorist to sound his horn on approaching a person, corner, or any place where an accident may occur, and almost the first question put to a driver in the case of an accident is: "Did you sound your horn?"

If the answer is "No," then nine times out of ten the magistrate convicts. Therefore horn-blowing is a necessary precaution in many cases.

Again, the incredible absent-mindedness of many pedestrians, among whom motorists are included, leads them constantly to walk across streets at the peril of their lives, often right through a stream of traffic which, whether it is going fast or slow, cannot suddenly be diverted or stopped for an individual walker.

But while recognising that there would be great difficulty and danger in prohibiting the use of horns on all occasions, there might, for instance, be a regulation made prohibiting the blowing of horns at least of mechanical horns within certain areas. There might also be zones of silence during certain hours in streets flanked entirely by residential houses, also near hospitals, churches on Sundays at any rate, and in parks, where thousands go every day for rest and quiet as well as for recreation.

On railways, too, reform is needed. The regulation, which is now ignored, or has been repealed, that a locomotive driver should

whistle when passing through a station is quite unnecessary in these days. And within the metropolitan area where the railway runs near houses no whistling should be allowed—or at any rate only that of a low and inoffensive tone. Those who live near big termini or near the main lines leading out of London tell me that sleep is difficult, if not impossible, until the early hours of the morning on account of the constant whistling.

Then again, there is the tuning up of motor-cars in garages at the backs of houses and hotels, which often begins as early as 5 a.m., or even earlier, disturbing the surrounding neighbourhood and depriving the residents of several hours of good sleep.

It is not realised yet how deleterious to public health is constant jarring noise. Accidents on the road may cause more deaths and injuries, but the damage, sometimes temporary, sometimes permanent, done to nerves, brain, sight, hearing, and other senses which is the inevitable effect of permanent noise has been much under-estimated.

Some of the railway companies already realise the value of silence at night and take great pains that on their long-distance trains those who are in the sleeping-cars shall not be disturbed. But do they take any trouble in the daytime? At any rate, in common with other railway passengers I note that many coaches I travel in are very noisy as well as shaky. In these days, when the railway companies are trying to recover lost traffic, I suggest that silent, steady vehicles would be a great attraction.

Finally, as a driver on the road myself, I notice that the average motorist blows his horn far too loudly and too often, in some cases also quite unnecessarily, both in town and country.

If a motor vehicle is driven with judgment there should be no need to blow the horn except in emergencies for the purpose of warning careless pedestrians. Certainly one-half of the horn-blowing of to-day could disappear and nobody would be any the worse. And the use of the open exhaust is inoffensive and selfish. The police should be more vigilant in repressing the open exhaust nuisance, for which there is no excuse whatever.

Traffic of all kinds is increasing. Therefore, unless we repress sternly all preventable causes of noise life will become unbearable in our towns in a few years.

"THE BLOOD STREAM."

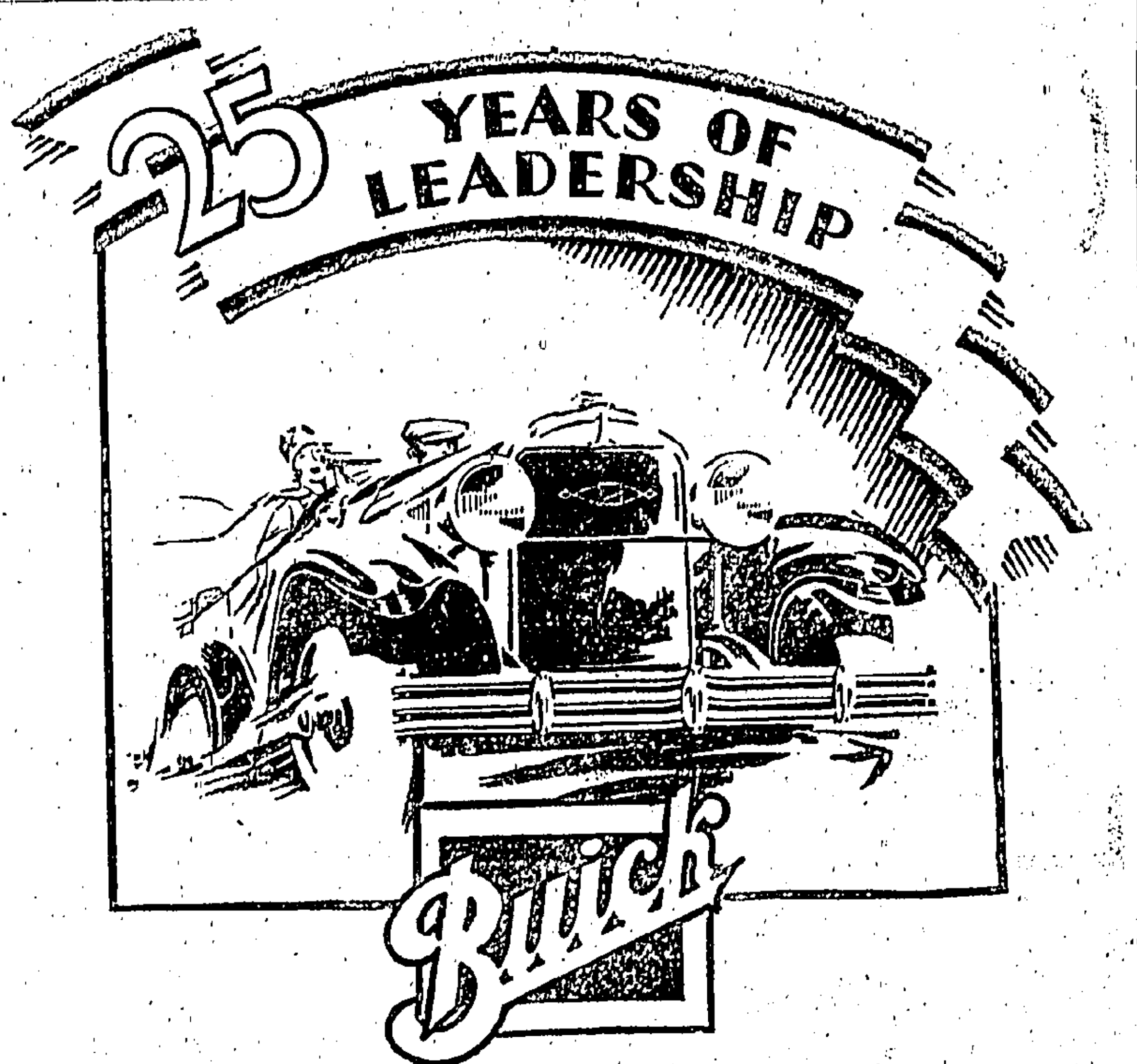
Keeping the Engine Oil Pure.

What the blood stream is to the human body, so is the oiling system to the motor car. In both the human body and the motor engine, therefore, safeguards are provided, for if the "blood stream" fails both die. Nature provides the watchdogs for the human blood stream; but it has remained for modern engineering ability to provide the watchdogs for the "blood stream" of motor cars. Engineers at the Studebaker Corporation claim that in Studebaker and Erskine cars, after the first 1,000 miles, it is necessary to change oil only once every 2,500 miles, while chassis lubrication is necessary only when the oil is changed. To guard the oiling system they have perfected the oil filter, thermostatic water control, and crankcase ventilator. These are the watchdogs.

Small specks of carbon, metal scrapings and other foreign material may get into the oil stream; but eventually they come to the oil filter. This is so perfected now that the oil is strained, foreign material cast aside, and the oil sent back into service again—clean. Each time the car is started the second watchdog comes on duty. It is the thermostatic water control. This retards water circulation until the motor reaches just the right operating temperature. It is a primary fact that the principal cause of oil dilution is a cold motor, and the water control system, by reducing the warming-up period, prevents, as far as possible, dilution of the oil. By permitting a current of air to pass through the crankcase, while the motor is running, gas which has leaked past the rings, or water condensed in the crankcase, is evaporated. Fumes resulting from this evaporation have no opportunity to enter the car itself, since they are diverted through a pipe and carried out underneath the chassis. These three watchdogs alone are prime factors in increasing the life of the engine. And they are on duty always.

FERRY OVER SEA.

The 90 miles of water separating Key West, Fla., and Havana, Cuba, is now linked by the world's first auto sea ferry. It connects the new Cuban Central Highway with the new road along the Keys from Miami to Key West.



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AND IS GOING TO
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CO-OPTIMIST CAR.

Six British Makes in One.

BID FOR DOMINIONS MARKET.

That leading British car manufacturers are negotiating with a view to evolving a new car which will compete with the high-powered American makes in the Dominions is rumoured at Home, and the handicap represented by the horse-power tax was emphasised by Mr. Amery, Secretary of State for the Colonies, in a recent speech.

Mr. Amery is Secretary for the Dominions, and recently made an extensive tour there. His view—it is shared by a large body of opinion—is that the present horse-power tax is a direct discouragement to the all-round car. He declared "that unless we build an all-round car suitable for the British market and the overseas market, it will be impossible to evolve an economic proposition."

Negotiations.

This declaration is important, coinciding as it does with negotiations which are now taking place for a new attack by British motor-car manufacturers on the overseas market. Half a dozen of the principal car manufacturers in this country are negotiating with a view to evolving a new car specially designed for the overseas market.

Considerable financial backing is available. The idea is to produce a composite car which would include the appropriate features of the present models of the firms concerned. The car will have a distinctive name. While intended principally for the Dominions markets, it could reasonably be expected to attain popularity in this country even without the removal of the horse-power tax, though the abolition of the tax would be an additional advantage.

Distribution.

A new company would be formed to manufacture the car. It would have an extensive distribution organisation, with large stocks of spare parts in depots overseas.

Some time ago discussions took place on these lines, but nothing came of them because of the inability of the negotiators to agree, each, it is said, being jealous of the reputation of his existing models. It is stated by one closely connected with the scheme that there is hope of agreement this time, and that all that is required is broadmindedness and business foresight on the part of the manufacturers.

Mr. Amery's speech is regarded in some quarters as foreshadowing the abolition of the horse-power tax in the next Budget, but there is no confirmation of this intention. Mr. Churchill himself has dropped hints, and in private he has made much more definite promises of sympathetic consideration than he has permitted himself in public—where they could be saved up against him.

That Mr. Amery's speech should offer advice to the Chancellor, though expressed in the form of a hope, has raised in the minds of some M.P.'s doubts as to whether the Dominions Secretary has trespassed on a ministerial convention.

Flogging Horse.

But, on the other hand, it is pointed out that the Treasury is regarded as the flogging horse for anyone who cares to apply the whip. The general argument for the abolition of the horse-power tax in the interests of the Dominions market is that, there being no horse-power tax in the Dominions, car users there, from preference and because of the conditions, desire a high-powered car, and expect to get it at the price at which lower-powered cars are manufactured in this country. British manufacturers do not supply such a car.

Sir Burton Chadwick, M.P., who was formerly Parliamentary Secretary to the Board of Trade, and who has returned from a trip to Buenos Aires—during which he called at ports in Spain, Portugal, Brazil, and Argentina—told a London lobby correspondent that in all those countries where the motor-car is used so very extensively he had not seen a single British motor-car on the roads.

"I believe," he added, "that if some other method, than a tax on horse-power were adopted in this country, it would enable our manufacturers to compete in these markets."

A. J. S. ABROAD.

Notable Successes.

Riding in the International Championship Race of the Italian Motor Cycle Club at Turin on May 27, Mr. Bandini won the first prize, the Grand Prix, in the unlimited class. The winner covered the distance, 132 miles, at an average speed of 70.1 m.p.h. With the same machine, a 350 c.c. K.7 model A.J.S., he also won the Italian Fascist Championship Race, unlimited class, and made the fastest lap of the day.

Mr. Tommy Spann, riding a 4.98 h.p. A.J.S. in the Dutch T.T. Senior race at the Circuit van Drenthe on June 23, came in second, but was beaten by only two-fifths of a second. As the race entailed negotiating, 18 laps of a 10.7 miles triangular course, a total distance of 192.6 miles, the riding throughout must have been of a superb order. In fact, the last 80 miles was simply a duel between the two leaders, during which Mr. Spann put up the record fastest lap at 76 m.p.h.

In the Czechoslovakian Grand Prix, held on July 1, an A.J.S. motor cycle was very much to the fore. Mr. George Rowley on a 3.45 h.p. O.H.V. A.J.S. winning the 350 c.c. class in record time, and 17 minutes ahead of the second man. In the Senior Race Mr. Tommy Spann, who was leading on a 4.98 h.p. A.J.S. up to about three miles from the finish, made the record fastest lap, but unfortunately had to retire during the last lap.

On a recent occasion Mr. Ahlswede, of Hamburg, won the Silberne Eule von Penine race, in the 500 c.c. class, making also the best time of the day on a K.10 model.

Further afield, Messrs. Jenvey, Long and Berry, riding A.J.S. machines, secured first, second and third places in the 50 miles Beach Races held at Port Elizabeth on May 21; their times 51 mins. 58 secs., 52 mins. 12 secs., and 54 mins. 48 secs. respectively.

Competing in the Bloemfontein M.C.C. Races, first place in the 50 miles Open Handicap was gained by Mr. Jenvey on a 2 3/4 h.p. O.H.V. A.J.S. At the same meeting, first place in the 50 miles race for the A.J.S. Trophy was secured by Mr. A. S. Du Toit, riding a 2 3/4 h.p. O.H.V. A.J.S., and fourth place by Mr. J. Lynch on a 4.98 c.c. O.H.V. A.J.S.

REMARKABLE FEAT.

Ariel Climbs Japanese Mountain.

Quite recently the lofty Maya mountain in Japan, renowned for its temple, was negotiated by an ordinary standard motorcycle, the first as far as is known ever to accomplish the feat. An attempt was made to cycle up a peak in the Japan Alps some time ago, while Fuji San has already been conquered by a Super X, but we doubt whether either of the previous riders had to contend with such rough stretches as Mr. Harvey Sangster, on the Ariel side valve model, was faced with.

The machine is the private property of a local resident and was in no way prepared for the test beyond the removal of the front mud-guard. Mr. Sangster, who is the Overseas Manager to the Ariel Works, Ltd., has had previous experience in similar tests of rough riding, but he was obliged to admit that this effort was a trying ordeal, both for machine and rider.

The Maya San path which was chosen is probably the steepest and roughest in the vicinity, putting the well-known Hunter's Gap in the shade. The start of the path is to be found almost parallel, a few yards from the bottom station of the Maya cable car. In view of the fact that there were a number of un negotiable steps a few yards from the commencement of the road, the actual trial began from the small temple situated on the path 50 yards up. Mr. Sangster started off to rush at some small wooden steps some inches high. The specially constructed frame which protects the crankcase, one of the outstanding features of the Ariel, took the full force of this impact and sent half of the step flying. This was, however, only a foretaste of what was to come.

The path turned for the first time, a sharp hair-pin, with no surface at all, a small rivulet gully on one side and a rocky granite wall on the other. The Ariel charged the gradient, which was about 1 in 2, at a speed of about 15 miles an hour. The back tyre could get no kind of a grip on the crumbling rock, and whirled round at a speed throwing out a mixture of grit and rubber composition in a stream. The back wheel ultimately had to be lifted round on to a rock that looked a little helpful to a rubber tyre, before further progress could be made. After two very similar rock-studded gradients the engine of the machine got wedged in between two sharp rock boulders in the middle of the path. The frame took the full impact of the attempt to speed over the obstruction, bringing the machine to a dead stop from a speed of about 20 miles an hour, sending the rider flying straddle legged up to the top of the tank.

The next corner proved to be the worst on the whole path and necessitated Mr. Sangster dismounting. The gradient was for the most part 1 in 2, with no kind of a grip for the driving wheel. Ultimately after several unsuccessful attempts the machine had to be helped over this impossible stretch. Beyond the assistance mentioned over stretches which seemed to delight in inviting wheelspin, the Ariel forged its way ahead in grand style, the engine giving no trouble whatsoever.

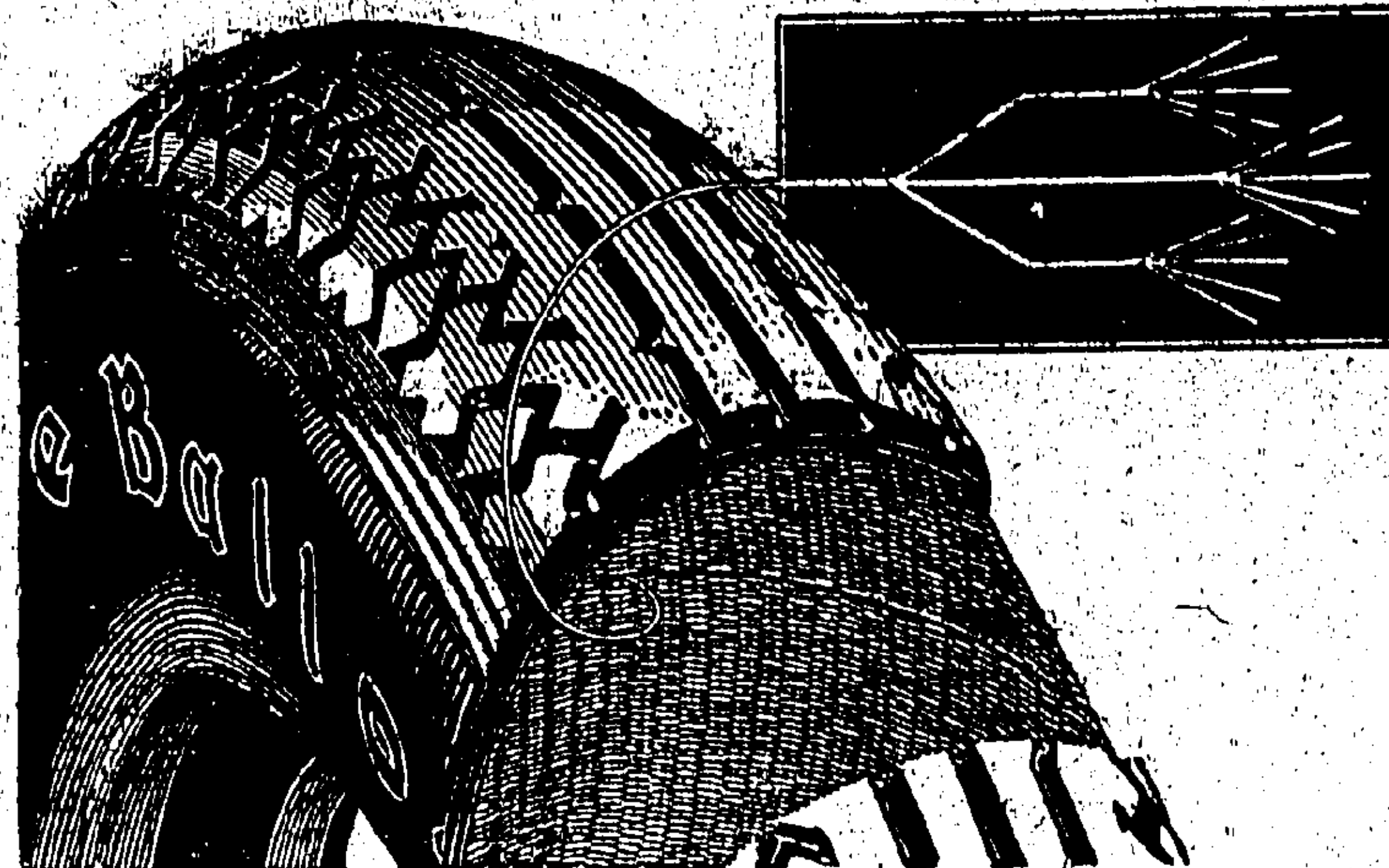
The best part of the ride up came next when, without any trouble and giving a superb exhibition of all-round riding ability, Mr. Sangster headed the Ariel over loose stones, and huge boulders, which made the appearance of the path take on that of the bed of a stream.

This stretch which was taken without a single stop however, proved to be the wrong way and the Ariel was obliged to return after its most successful non-stop run up the rugged path to where the path suddenly turns steeply towards Maya San. A little more assistance had to be given on what was the last lap of the run on a particularly awkward hair-pin, and then within sight of the summit Mr. Sangster had his first fall in charging headlong at a barrier of rocks on a steep incline, in fact one of the steepest on the path. The torque tubes of the cradle frame once more saved the machine from severe damage, taking the brunt of an unpleasant impact. It was necessary to help Mr. Sangster over this obstacle and then he gaily throbbed on to the top plateau after negotiating the climb in 40 minutes.

This side valve model did extremely well, thanks perhaps chiefly to its sturdy construction. There are few machines, if any at all, which could have accomplished this climb with no damage at all to the crankcase. For the entire time the climb occupied the machine was in low gear, but not once did the engine complain.

It is impossible to convey to the reader the obstacles on this path to Maya San, which taxes even the energy and limbs of pliable humans. The descent was child's play compared to the climb with the assistance of the two powerful Ariel brakes.

An account of this climb would not be complete without mention of the way in which the standard Dunlop tyres stood up to the tremendous strain.



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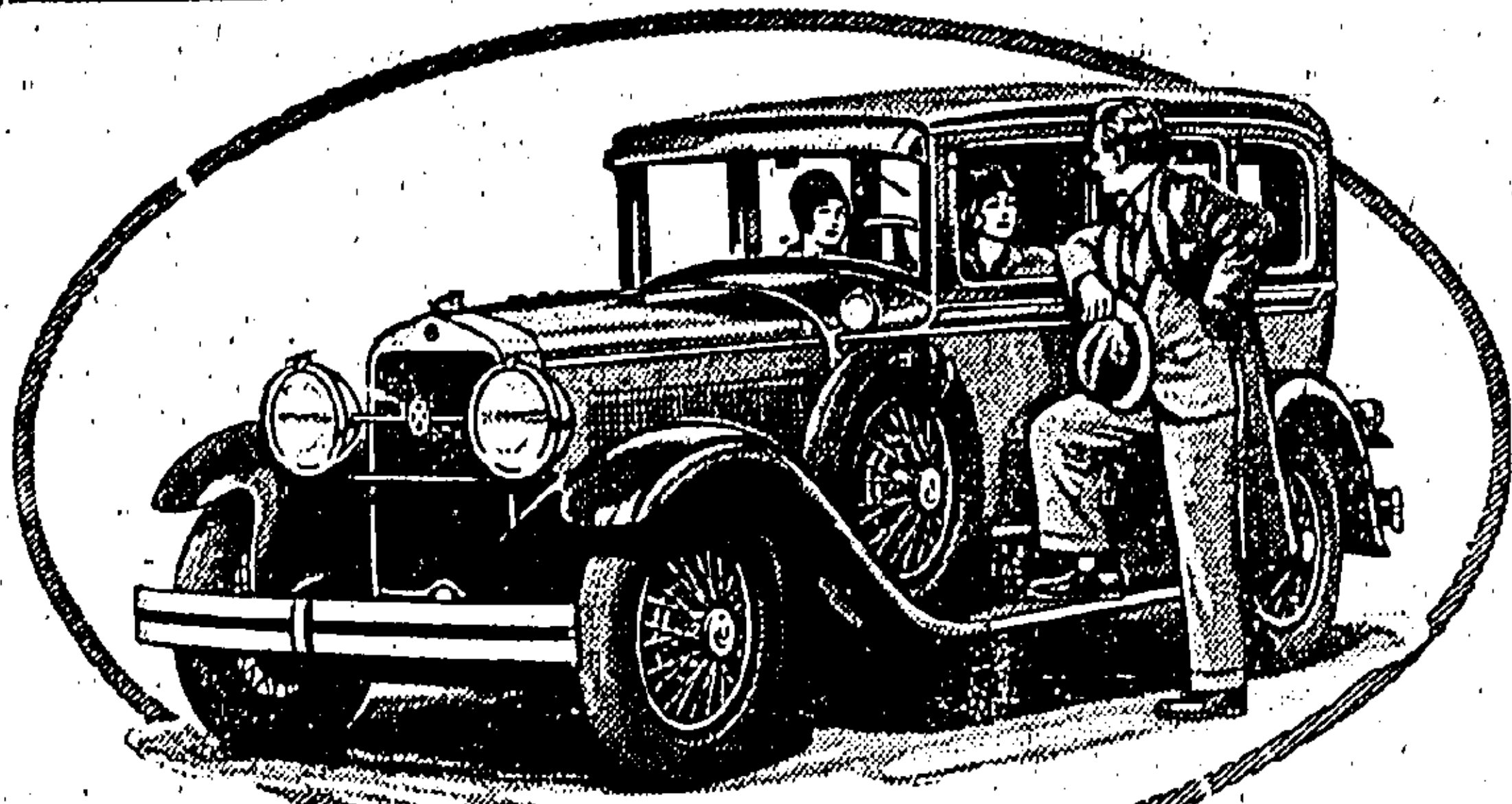
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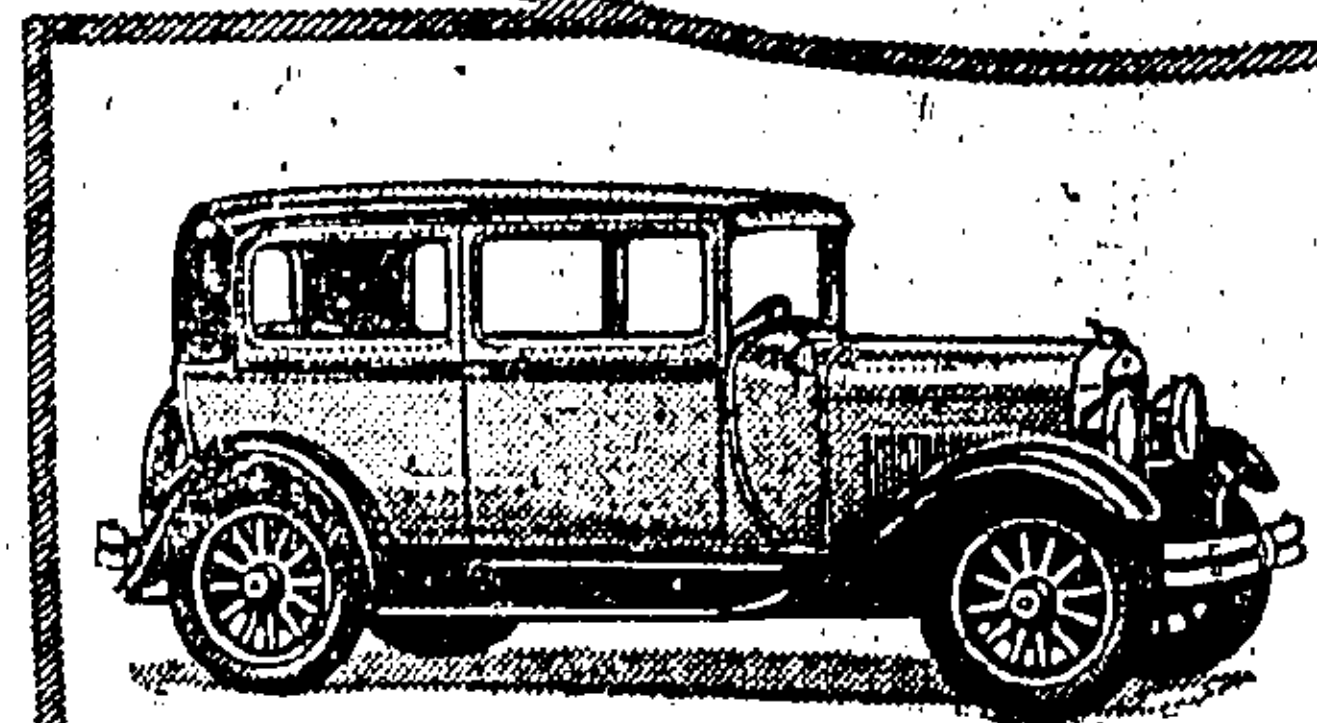
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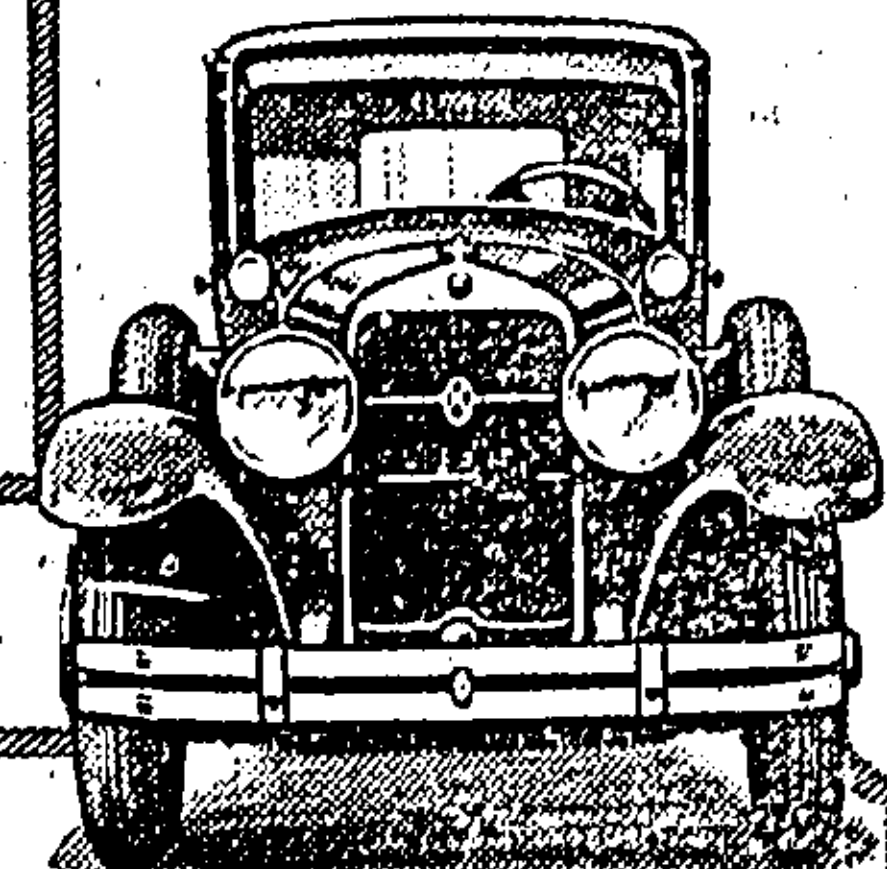
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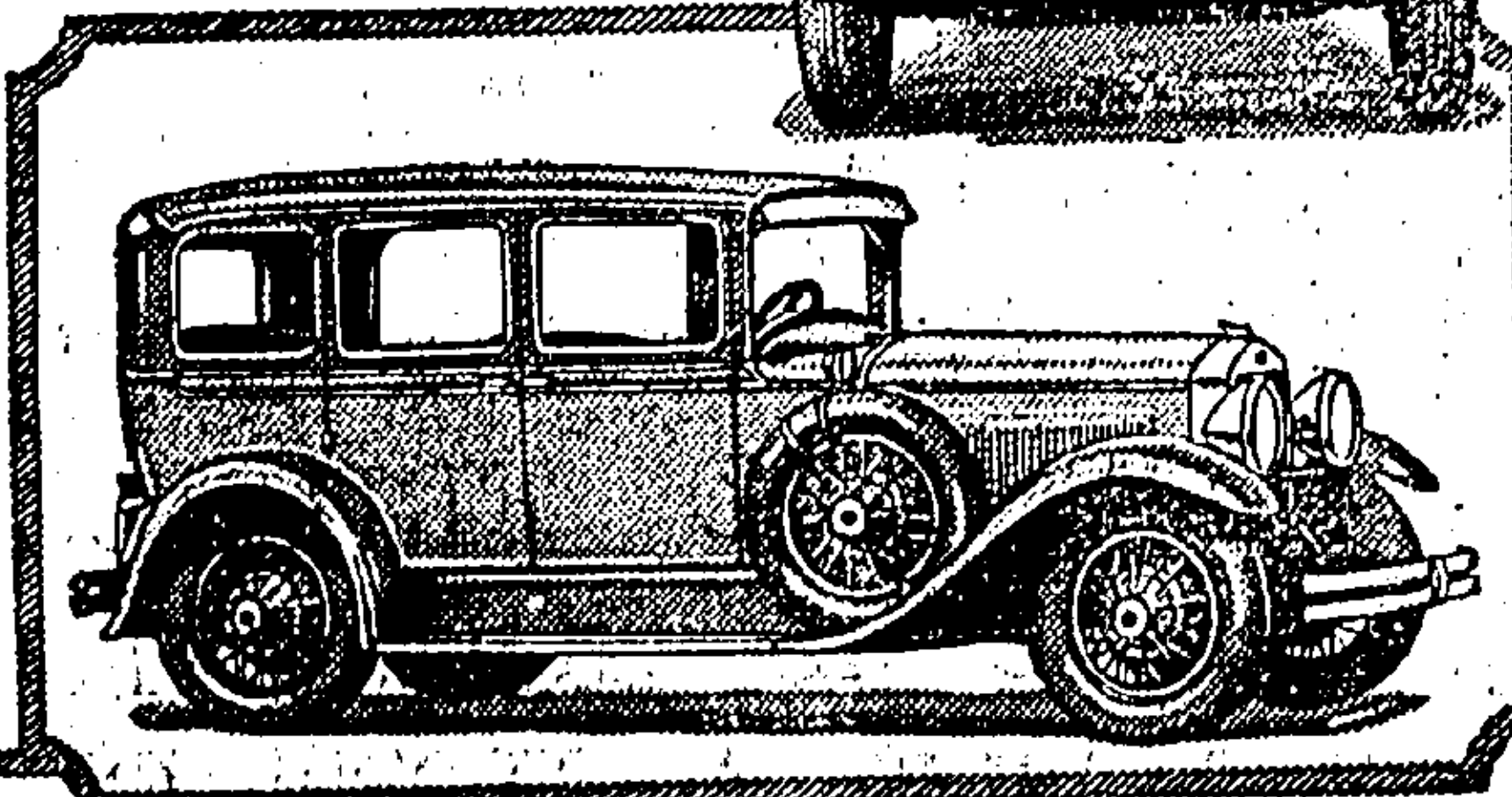
The Studebaker President Eight State Sedan for five



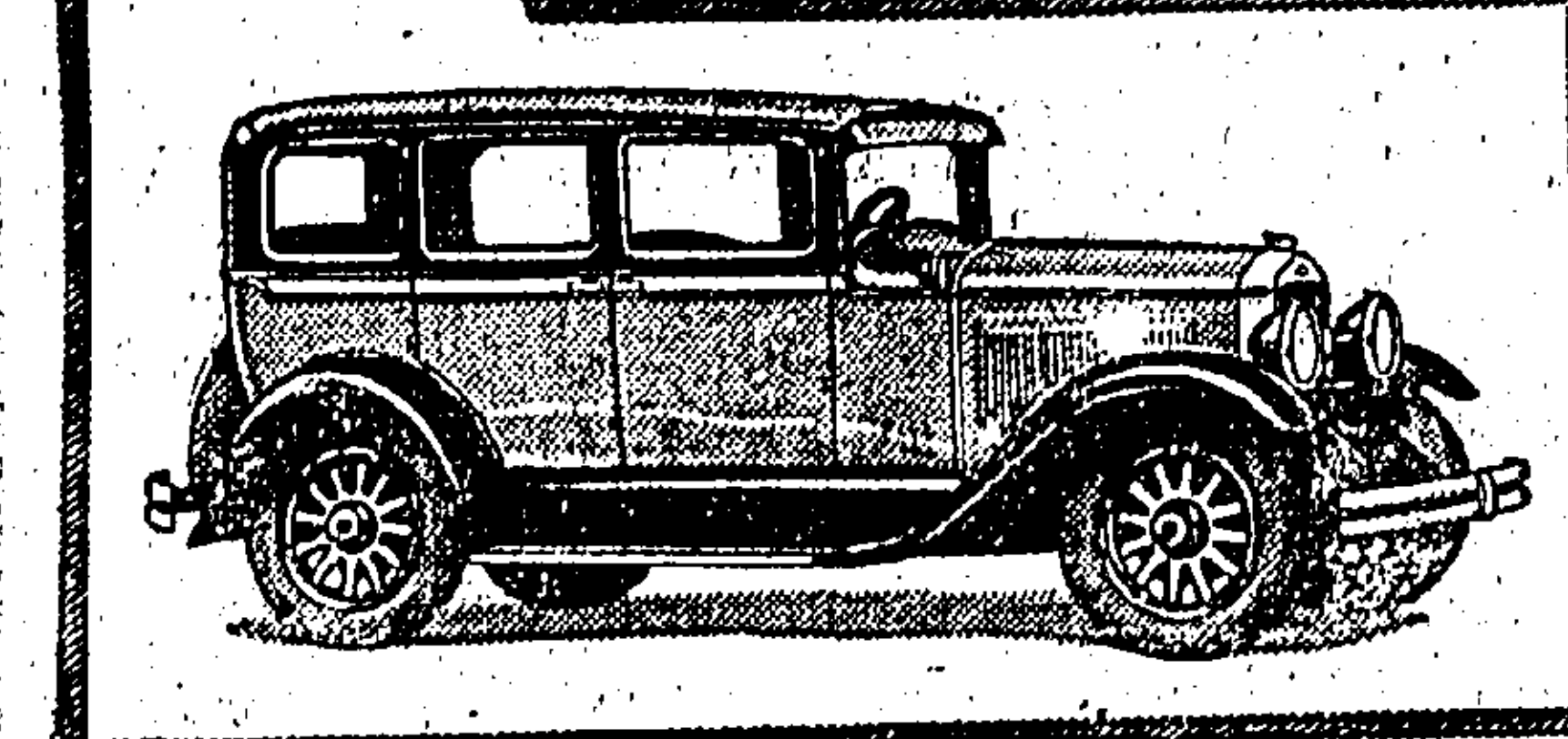
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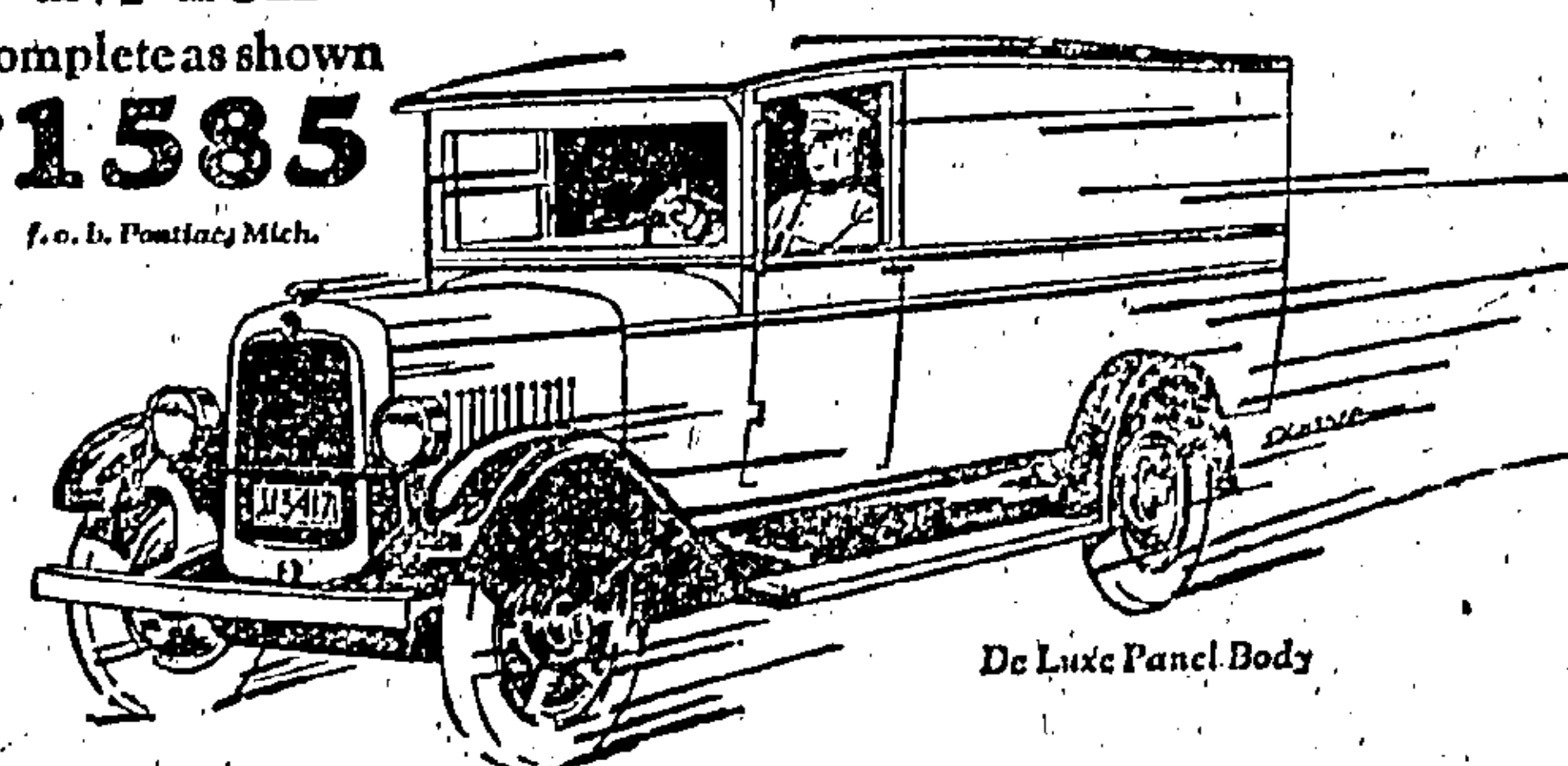
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PUZZLING CONUNDRUM FOR LEAGUE COUNCIL.

COSTA RICA'S QUERY.

Geneva, Aug. 31. Costa Rica's conundrum to the League of Nations, namely, how to define the Monroe Doctrine, is obviously puzzling the League Council, for a two-hours' secret session failed to yield a solution.

While the delegates do not desire to offend the United States, susceptibilities they are anxious to facilitate Costa Rica's re-entry into the League, and they are also aware that their reply may affect the attitude of Argentina and Brazil towards the League.

It is generally believed that the Council will avoid defining the Monroe Doctrine and will merely quote Article 21 of the League Covenant which states that the Covenant does not affect the validity of international or regional understandings such as the Monroe Doctrine.—*Reuter*.

EXAMPLE OF NAVAL HEROISM.

ASPHYXIATION FACED TO SAVE LIFE.

A recent *London Gazette* states that the King has been pleased to approve the award of the Albert Medal to Lieutenant Reginald William Armytage, R.N., and Leading Seaman Dick Oliver, O.N. 366197 (P.O.), for gallantry in endeavouring to save life at sea. The following is the account of the services in respect of which the decorations have been conferred.

While H.M.S. Waspit was lying alongside the wharf at Malta, a chief stoker, who had attempted to enter the lower bulk compartment for the purpose of testing, was overcome by gas and fell a distance of 20 feet. Lieutenant Armytage immediately fetched his gas mask, and, with a life-line round him, entered the compartment, which was rendered unconscious. When hauled back he had stopped breathing.

Lieutenant Armytage was aware that his gas mask would afford no degree of protection against the gases likely to be present in the compartment, and he appreciated to the fullest extent the grave risk he ran.

Life Risked. As soon as Lieutenant Armytage had been withdrawn, Leading Seaman Oliver, with a shallow diving helmet, volunteered to attempt the rescue of the Chief Stoker despite the fact that he had witnessed the painful and distressing sights attendant on asphyxiation. He eventually succeeded in reaching the Chief Stoker and passing a line round his body, by means of which the latter was drawn up.

On emerging from the bulk compartment, Oliver was a very bad colour and suffering to some extent from the poisonous gases in the compartment. Although a smoke helmet provides a considerable degree of protection it was obvious that any displacement would be attended by serious results, and, further, having regard to the difficulty in passing Oliver through the manholes when equipped with the helmet it was quite clear that his quick withdrawal in the event of being overcome was a matter of considerable conjecture, and the delay thus involved might have been attended with fatal results.

CONFIDENCE TRICK.

SEARCHING FOR PEAK EMPLOYMENT.

For the second time within a week, a new confidence trick which has been practised with success on a previous occasion has been reported to the police. In the present case the victim, a Chinese woman, who was looking for employment, was yesterday approached by a man in Conduit Road who said he would give her a letter of introduction to some prospective European employer on the Peak. She gave him \$3.60 and in return received an envelope which purported to contain the letter. On being opened, however, the envelope was found to contain nothing more valuable than a piece of blank cardboard. The man who gave it to her, had by this time vanished from the scene.

Paris, August 9.—"Tel on parle français." This original sign has been put up in his window by a Montmartre tradesman. It is calculated by a joker that about 10 per cent. of the crowd seen in the main streets of Paris speak French, the other 90 per cent. speak English, Russian, German, Czechoslovak, Capuan, and Hottentot, for the tourist season is in full swing. The shopkeeper in question may be a joker, too, but he evidently thinks the custom of the few remaining French still worth having.

CECILIA HANSEN'S SUCCESS.

ANOTHER FINE RECITAL LAST NIGHT.

A warm and enthusiastic reception was accorded Miss Cecilia Hansen last night at her second violin recital at the Theatre Royal, and it is safe to say that no artist has received in this Colony more spontaneous applause or more delighted comments from her audience. Those music-lovers who were not at Wednesday's recital were present last night and many were to be seen on both occasions, while quite a number who make no pretensions to enjoyment of music came to the second concert, apparently as a result of Miss Hansen's initial success. The reputation which Hongkong possesses for poor audiences and lack of interest in music has caused musicians to be somewhat nervous about their success here, and a reception of such warmth as last night's must not only have caused Miss Hansen surprise but have inspired her to give of her best.

The secret of the way in which Miss Hansen wins her way to the heart of her audience lies in her artistic temperament which has full expression owing to the superb technique she has at her command, which she subordinates to a really musical interpretation of each work she performs. Comparisons are odious and an artist should be judged on her merits; suffice it to say therefore that many of the first-rank performers, however perfect they may be, give the impression after years of public performance that they have lost their enthusiasm, that the pieces no longer mean to them what they used to, and that they have got to get through their recital as part of their contract. It is just because Miss Hansen has youth and keenness on her side, plenty of fire and a splendid "attack," balanced by an exquisite delicacy in the calmer passages, that she carries all before her and holds her audience so spell-bound that at almost any given moment last night one could have heard a pin drop, metaphorically speaking, during her performance. Added to her excellent musical achievement, she has a most charming platform manner and the London critic who wrote of her as "a blue-eyed blonde, tall and square, with the sensitive shyness of a nervous gazelle," though somewhat poetical in his phrases, was undoubtedly right in dwelling upon her appearance as being one of her assets.

In the Vivendi Concerto, Miss Hansen produced most amazing gradations of tone, and at the conclusion it was evident that she had conquered her audience; the over-popular Mendelssohn Concerto netted the seal on her success, and she had to give an encore, Paul Juon's Valse Mignonne, "Arva." The miscellaneous pieces gave the player ample opportunity of displaying her artistry, the Perpetuum Mobile being the one solo in which virtuosity reigned supreme; at its conclusion the applause was deafening and Miss Hansen had to render two more encores.

Her accompanist, M. Boris Zakhkaroff, was in complete sympathy with her, though had he used the soft pedal rather less and not so completely subdued himself at the piano, I think the general balance would have been better, in that Theatre of ours, at any rate. And speaking of the Theatre, cannot anything be done to provide a screen of plain black, brown or dark green to form a suitable background for recitals of all kinds? The sight of an artist in evening dress being accompanied on a grand piano in the middle of a wood is bad enough, but when the scenery is so dilapidated that the same scene would appear to have served the purpose for the past twenty years, and when two appalling side wings of salmon-pink are erected which clash with the woodland scene and in some cases with the artist's dress, it is nothing less than disgraceful that such a setting for a concert should be tolerated.

ALLEGRO.

COTTON GROWING ASSOCIATION.

SCHEME FOR REDUCTION OF CAPITAL.

London, Aug. 31. The British Cotton Growing Association has called an extraordinary meeting at Manchester for September 11th, to consider a proposal to reduce the Association's capital from \$500,000 to \$262,000, by returning to members half-a-sovereign per share, thus reducing the nominal amount of each share from £1 to 10/- fully paid; and also by cancelling 2,874 forfeited shares.—*Reuter*.

NEW STEAMSHIP FUELING.

PULVERISED COAL QUITE SUCCESSFUL.

TO CUT OUT OIL?

London, Aug. 31. The Blue Star liner, Stuart Star, which is the first vessel to utilise pulverised coal fueling, has arrived in the Thames from the River Plate.

Experts are impressed with the advantage of the new plant, which is known as the "Clarke Chapman turbo-pulveriser unit system."

The Chief Engineer of the Stuart Star declared that it would cut out oil and mean a big economy, because it would enable inferior coal to be used and also mean steadier steam and even combustion. He said that the coal was so pulverised that it can pass through a mesh having 90,000 holes to the square inch.

"The face powder feeder" is the description given to the plant by the crew.

It was announced some days ago that the Blythwood Company of Scotstoun have received an order from Liverpool for the construction of the first cargo vessel in the United Kingdom to use the pulverised coal plant.—*Reuter*.

OLYMPIC TEAM HOME.

MILK CHURNS AS GRAND STANDS.

A great reception was accorded the British Olympic track and field team when they arrived home from Amsterdam. They were met at Liverpool-street by an enthusiastic crowd, which swarmed over the platform as the train drew in, and the members of the team were cheered to the echo.

The English team was complete with the exception of T. C. Livingstone-Learmonth and Dr. R. Salisbury Woods (who flew over previously), and E. Smouha (on a visit to Switzerland).

On the same train were the members of the Canadian and South African teams.

Station Scenes.

Milk churns and anything that was above the ordinary platform level made grandstands for those who wished to secure a good view of the athletes, and when Lord Burghley was recognised the cheering was more deafening than ever. D. G. A. Lowe, another of the British Olympic heroes, was only spared a similarly embarrassing welcome by the aid of a few friends, who shepherd him through the crowd.

The manager of the team, J. F. Wadmore, said they had had a wonderful trip, and he was more than satisfied with the "show that had been put up." To have six "Marathon" men in the first twenty-one placings he considered excellent, but the stony roads were not to the liking of the English runners.

There was an amusing incident when a party, who had made a temporary stand on a number of milk-churns, found their support give way under them amidst a terrible clatter, but the ambulance men who were standing by were not required.



"Well, if they come back just let me know and I'll teach those kids how to watch where they throw golf balls."

FIRST LORD OF THE ADMIRALTY.

MR. BRIDGEMAN TO RESIGN HIS SEAT.

London, Aug. 31. The Rt. Hon. Mr. W. C. Bridgeman, First Lord of the Admiralty, has informed the executive of the Oswestry Conservatives that he will not be a candidate at the next election owing to ill-health.

Interviewed by *Reuter*, Mr. Bridgeman said, he had been suffering from rheumatoid arthritis for three years, and rest was essential. He added that he also believed in making way for younger men. He would continue his official task until the General Election.—*Reuter*.

Purely Personal Reasons.

London, Aug. 31. In announcing his resignation, Mr. Bridgeman said that his



reasons were purely personal. He felt that the strain of conducting a large office like the Admiralty and of staying late at night in the House of Commons was more than he could undertake without serious injury to his health.

Mr. Bridgeman has represented his Division for 22 years. He has been First Lord of the Admiralty since November, 1924. He was Home Secretary in the preceding Conservative Government.

The newspapers suggest that Mr. Bridgeman will be elevated to the peerage and that consequently he will not be retiring from political life.—*British Wireless*.

Sydney, August 8.—Mr. S. Y.

Maling, formerly General Manager of the Sydney Municipal Electricity Department, has now informed the authorities as to his whereabouts. Mr. Maling was recently convicted under the Secret Commissions Act in connexion with a contract, and was sentenced to six months' imprisonment, and to pay a fine of £500. Yesterday the Court case against ex-Alderman Green in connexion with the case had to be adjourned, as Mr. Maling who was wanted as a witness, was not present.

Johannesburg, August 8.—The Metropolitan Carriage and Wagon Finance Corporation of Birmingham have been given an order from here for 500 railway wagons costing £100,000. This is additional to the recent order for 500 similar wagons.

The Very Idea!

"If a similar case again happens in this family, I shall be bound to take it before a jury."

This comment was made by Dr. W. H. Whitehouse, the coroner, at an inquest at Greenwich on a twenty-one-months-old baby who died after eating one fried egg for breakfast, two fried eggs for dinner, an ice-cream cornet for tea, and chipped potatoes for supper.

A pathologist stated that the diet caused the child's death.

Dr. Whitehouse, in recording a verdict of "Death from natural causes," told the father that it was bordering on manslaughter knowingly to do anything that might cause a person's death.

Ivy Lillian Boxhall, of Guinness-building, Bournemouth, the mother, said that the baby was taken ill on Saturday after eating the food mentioned, and died on Monday morning.

Dr. Whitehouse said it was a "most horrible" confession for a mother to make, considering the thousands of pounds that were being spent in the borough on child welfare.

Dr. Arthur Davies, a pathologist, said that death was due to acute enteritis and toxemia. The diet was most improper and dangerous. He added: "Ice-cream contains a dangerous amount of micro-organisms, especially at this time of the year, and is most dangerous for children."

Talking movies in London are promised for the future.

When Maude and I visit to the pictures can arrange, As happens now and then, 'tis true

I quite enjoy the change. But talking films, which soon may be

In England all the rage, Will not, I'm sure, appeal to me.

As does the silent stage. For mine own part, I much prefer

That Maude should laugh or weep At films devoid of sound and stir.

Then I can go to sleep!

The long procession had just passed, and out of the cheering crowd a small girl emerged with a fearful brother clinging to her sleeve.

Becoming aware of the little one's tears, the girl turned sharply on him.

"Garn, you ain't ever satisfied!" she cried. "You've been kicked by a Gin'ral's horse, shoved over by a Hen P., walked on by a V.C., and now yer 'owling."

Lord Justice Scrutton, in the Court of Appeal: All judges make mistakes. The House of Lords only does not make mistakes, because there is no one to tell them that they do.

Man disputing a claim for a suit of clothes at Shoreditch County Court: It would be a public scandal to allow the suit to hang on a scarecrow.

Magistrate at Highgate to a man who complained that a person was annoying him: Man or woman? The man: A woman. Magistrate: Then I am afraid you will have to grin and bear it and wait until she has tired herself out.

North London man: I do not understand legal affairs; I can only speak the truth.

Magistrate at Southend: What are your average wages? Man: I am a working man, and don't have average wages. I just get what I work for.

Motorist summoned at Tottenham for not having a driving licence: I was on my way to take one out when I was stopped. Magistrate: Another fairy tale. Pay 10s.

A man, rather elderly, walking along a street, slipped heavily on the pavement.

Somewhat ruefully, he arose and commenced to rub his limbs vigorously. As he did so a little boy standing by burst into a fit of sobbing.

The unfortunate victim was touched by the apparent display of sympathy. "Never mind, my little man," he said soothingly. "I am not hurt much. You needn't cry."

"I wasn't crying for that," replied the boy. "It was my banana you trod on."

Charles Henry Bolland, who had been an inmate of the Matland Benevolent Home in Sydney since 1921, and was in receipt of an old age pension, was found dead in his bed at his home. As the result of inquiries by the police into his financial position, it was discovered that Bolland had £1500 deposited in the local bank. He was an Englishman, and had no relatives in Australia, and the money came to him from England. He had stated that his father had been on the household staff of the late King Edward.



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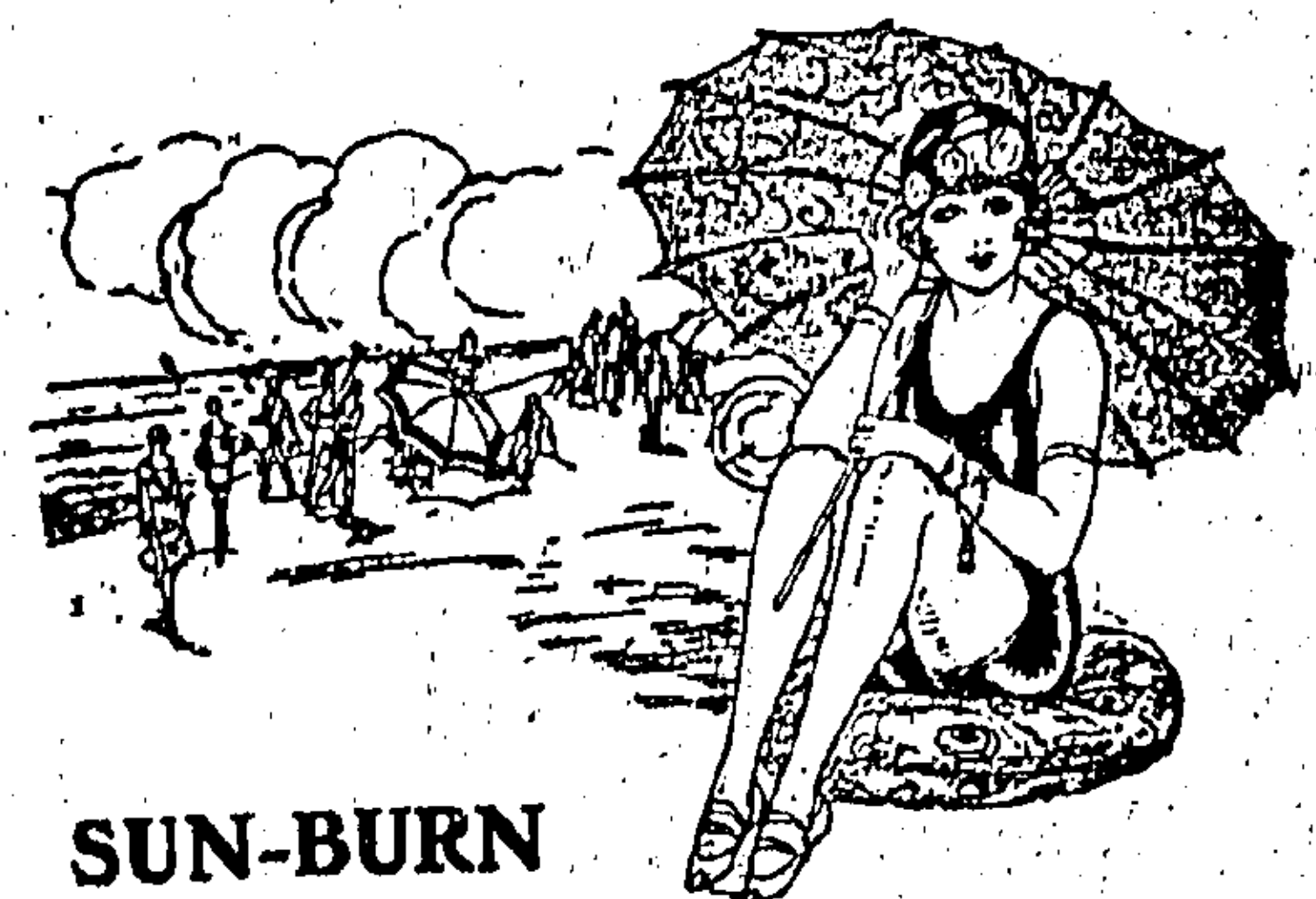
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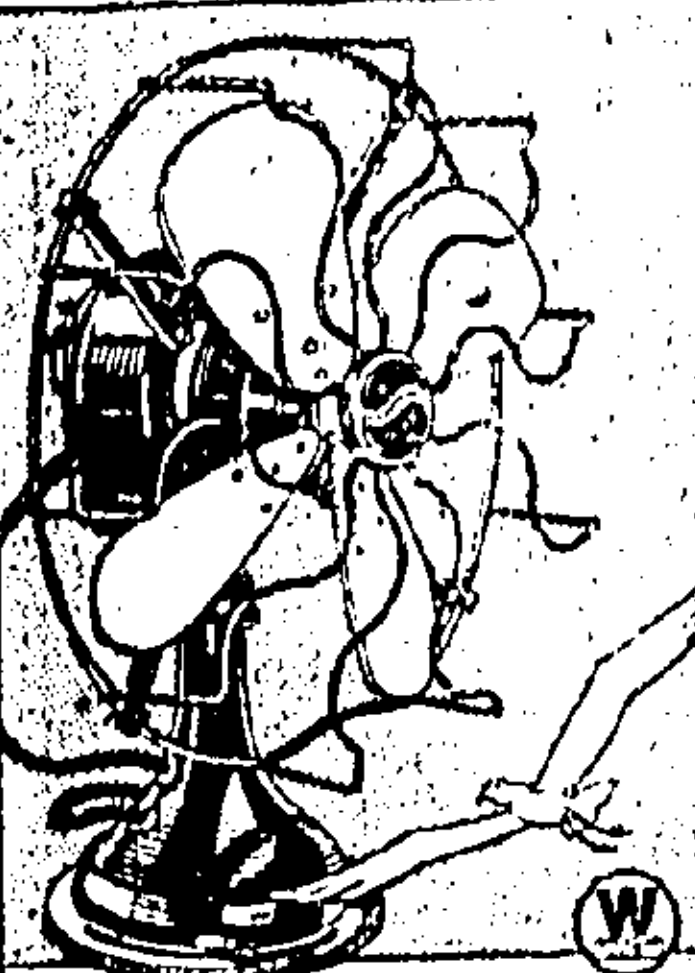
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SOCCER AND RUGBY.

HEATED ARGUMENTS AT MEETING.

STOP "QUIBBLING."

A heated discussion took place with regard to playing members serving on the committee and the representation of the rugby and soccer sections on the committee, at the annual general meeting of members of the Hongkong Football Club, which was held in the boardroom of Messrs. Jardine Matheson's yesterday evening. Mr. J. Ralston presiding over a large attendance. The interpretation of the rule governing the matter was argued and the discussion closed after an appeal by Mr. J. McCubbin to the members to be sportsmen and to stop "quibbling."

Commenting on the annual report the chairman expressed the hope that the first eleven would be able to report a more successful season for the coming months and that the second eleven would do their utmost to fulfil the fixtures allotted to them by the league. The rugby team, he noted were successful in winning the fourth time in winning the inter-colonial shield. The chairman said he thought they owed thanks to Mr. Walter for the energy he had displayed as captain and in getting the team together (applause).

Turning to the balance sheet, the chairman said that they had had a very successful year and any increase on the expenditure side was compensated for by an increase on the income side. The club had become much more of a financial affair than it used to be. The Police and Public Works Department had a certain amount of jurisdiction over the Club's affairs and it was due to their decisions that the expenditure had increased. However, the income had increased, much to the advantage of the Club.

The actual position at present was that there was a balance of \$15,000 in the bank and their old war loan of \$150 was shown in the balance sheet at 2/4 a dollar, at \$1,500.

The chairman concluded saying that he thought those present would agree with him that they had had a very successful year and their thanks were due to Mr. McTavish and Mr. Purves, the hon. secretary and hon. treasurer.

The report and statement of accounts were adopted.

President Elected.
In proposing that Mr. R. M. Dyer be elected President for the ensuing year, the chairman said that Mr. Dyer was a prominent sporting man of the community and had been a member of the Club for many years. He had also taken a very great part in many other sports.

In seconding the proposition, Mr. J. McCubbin remarked that it needed no words of his to convey to the meeting how useful a man of the standing of Mr. Dyer was to them and he had very much pleasure in seconding.

The proposition was carried.

Mr. J. A. Ralston was elected Vice-President on the proposition of Mr. A. H. McBride, seconded by Mr. S. J. Jordan.

The former said they all knew what their chairman had done for the club and they knew what he was at present doing. He did not think that they could have a better man for the post than Mr. Ralston.

Mr. Jordan said that when he first joined the Club in 1920 he was proposed by Mr. Ralston. The speaker knew that Mr. Ralston had been a hard worker from that day to the present time and he was still going strong.

In returning thanks Mr. Ralston said that he would do his utmost in any way he could for the furtherance of football in the Colony.

Secretary and Treasurer.
Mr. J. Murray proposed the election of Mr. W. Pryde to the position of hon. secretary. In doing so, Mr. Murray commented on the work Mr. Pryde had done during the period he had been the acting hon. secretary, remarking that he had done the job in a thorough manner, and that he had done more than they could reasonably expect. Mr. Murray said he felt sure that, in electing Mr. Pryde, they could look forward to a very successful year of football, only in connection with the new Club House.

Mr. Pryde was a very active and useful man.

The motion was seconded by Mr. McCubbin, after which the chairman remarked that he was sure the members had done the right thing and "This time next year you will know the reason why."

Mr. C. W. Bishop proposed that Mr. W. L. Alexander be elected as hon. treasurer. In doing so he dwelt on the increasing work that was falling to the lot of the treasurer with regard to the collection of money. Members of the committee and he himself felt that the treasurer's arduous task might have to be undertaken by a professional firm and undoubtedly that point would be considered in the near future.

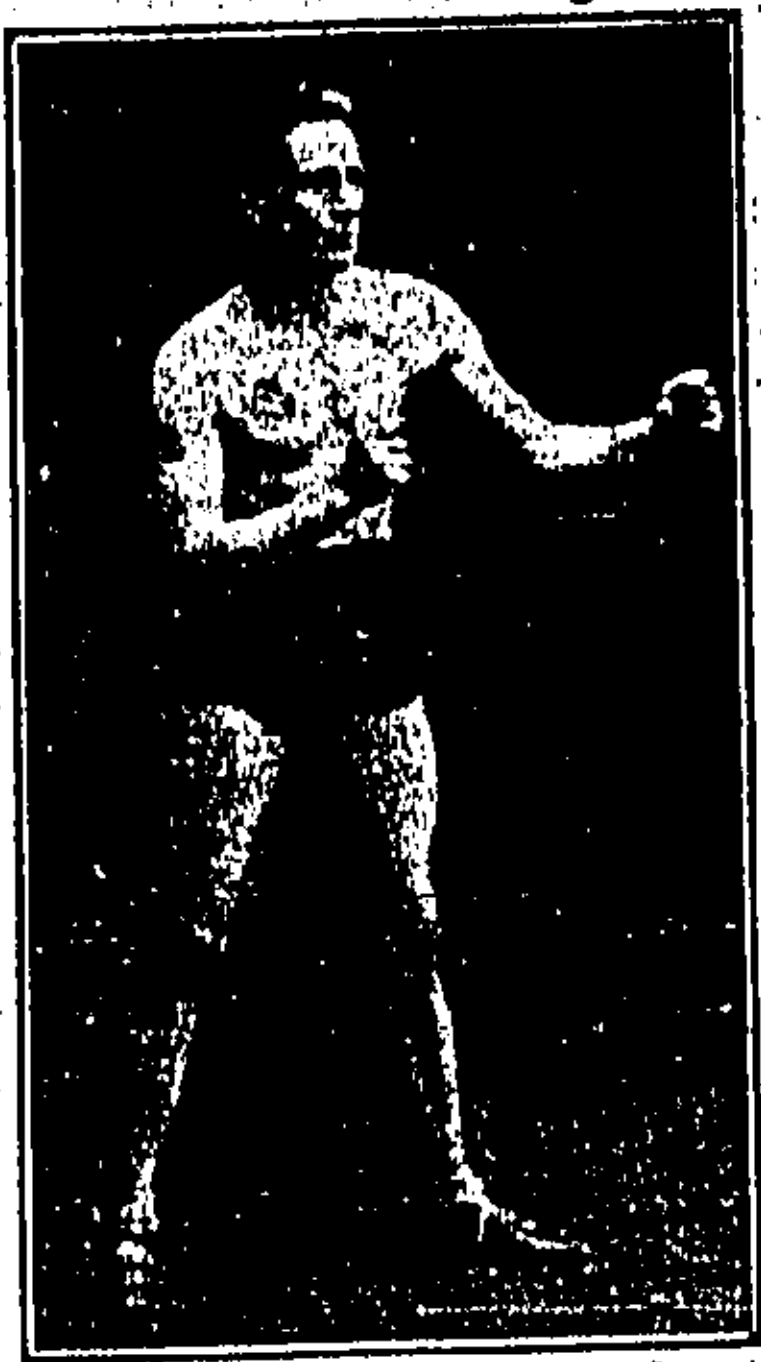
In seconding, the chairman said that he had never seen work done so thoroughly as it had been done by Mr. Alexander. There was, however, he said, no need to go into the question of professional auditing, but when that time came, it would be a great help to have a professional man to advise them.

An Old Member.
Mr. A. T. Hamilton was re-elected as chairman of the committee on the proposition of Mr. C. D. Wales, seconded by Mr. C. B. Robertson. Mr. Wales remarked that he had only known Mr. Hamilton for a year but during that time he had discovered that he was a great friend of the Club and took a keen interest in both codes of football.

The chairman: One of the oldest members is again in the chair. (applause).

The election of Mr. A. H. McBride to captain the soccer team was loudly

THREE BRITISH NAVAL BOXERS TO FIGHT HERE.



Above are three British naval boxers now on the China Station who will be seen in action here during the coming season. Left to right they are A. B. White of H.M.S. Suffolk; A. B. Seaman, of H.M.S. Suffolk; and A. B. Mudge, of H.M.S. Berwick.

All three men pictured above fight at the featherweight limit, and they have all good records to their credit.

Seaman White, whose weight is 9 stone, won the Atlantic Fleet Championship in 1923, the Mediterranean Fleet Championship in 1925, and he is the present holder of the Royal Navy and Royal Marines Imperial Services Boxing Association Championship.

Jack Seaman fights at 8 stone 10 pounds, and he has met some good lads in England. He has figured in the final of the Navy and Imperial Services Championships for two years running, and has also had about a score of fights outside the

Services in London, Portsmouth, Southampton and Plymouth. It is interesting to note that his victories include one over Seaman White, whom he is willing to meet again.

Seaman Mudge has a good series of wins to his credit. In 1925, he won by the k. o. route over Young Lambie, of Torquay, and won on points against Kid Sheppard, of Plymouth; Young Douglas, of Exeter; A. B. Davis, of Plymouth; and Marine Bunker, of Plymouth. In the following year, he won the Atlantic Fleet Featherweight Championship, with two knock-outs and two wins on points. He had further wins in 1927, these

being the Novices Championship (two k. o.'s and one on points), the Portsmouth Championship on points, the R.N. and R.M. Championship on points and a victory over Signalmen Rogers, Portsmouth champion, on points. In the same year, he lost on points to Sergeant Beal, who was for three years Imperial Services champion. During the present year, he has won against Stan Hogan, of Plymouth, by the k. o. route, and has secured the decision over Marine Bunker, of Torquay; Len Pook, of Exeter; and Young Sarahs, of Exeter. He recently lost on points against Sergeant Augustus, of the Northants Regiment, in Shanghai.

Mr. McBride eventually proposed an amendment to the resolution that playing members should not serve on the committee. He suggested an amendment to the effect that playing members should also be promoted to be members of the committee, as his reason there were going to be comparisons made between the two sections of the club, soccer and rugby, and he thought that that would be a mistake.

Amendment Carried.
The chairman remarked he thought it would get into great difficulties if they went into a discussion of the matter. However, he put the amendment to the meeting that "Playing members be in the same category as non-playing members to fill the posts."

The amendment was carried, and Mr. Bishop's name was not withdrawn. Names proposed included Messrs. Akhurst, Bishop, Robertson, Beveridge, R. P. Shaw and Duncan.

A member remarked that from the gentlemen nominated it was going to be a P.W.D. show.

It was then pointed out that there were two ruggers nominated, Akhurst and Beveridge, while the other four were soccer. Argument ensued on the question, in view of the fact that a ballot of names for those to be elected was suggested, the objection being that neither of the rugby men might be elected and then there would be no rugby representation, which would be against the rules as they must have at least one man on the committee.

Mr. McCubbin said it had been a recognized custom since he had been a member for there to be two members from the rugby section and two members from the football section. He did not see any good reason why that custom should be departed from.

Mr. Bishop pointed out that the ratio between soccer and rugby was about seven to three.

Mr. McCubbin replied that that did not apply.

The chairman commented that he thought Mr. Bishop was wrong as no member joined either section but they were all members of one club.

He ruled that Akhurst and Beveridge should be elected to the committee and that the remaining four be balloted for.

Difficult Point.
Then the point cropped up as to how they were to know which men were of the rugby section which were the soccer section, while another member argued that the committee would have to reform the rules and make it distinctly one or the other.

One member, who had been nominated for the soccer section, to test the position, said that he would call himself one of the rugby section.

A good deal of somewhat heated discussion ensued as to which section was which, how the committee should be voted, and what was the correct interpretation of the rule. It was suggested that the chairman should make a proposition and then someone could move an amendment in order to settle the matter.

The chairman replied that, if they would excuse him, he would prefer not to do it. He was not biased. For many years such a motion had never been put and there had never been any question on the matter. He repeated his ruling, which did not appear to satisfy some of the members,

one man saying that the rule did not say there should be an equal number of soccer and rugby men.

Mr. McBride proposed that the rule be interpreted as meaning that there should be an equal proportion of members from what was known as the rugby section and the soccer section.

Motion not Accepted.

The chairman:—I thank you but I am afraid I cannot accept that motion. I make a ruling now that we follow usage and wait. For this year, while I am in the chair, I do not want to depart from that. I am in an unfortunate position but I am not biased.

Mr. McCubbin then addressed the meeting:—"I put it to you all, to be sportsmen," he said. "Let two ruggers representatives go in. They will work equally as hard as the soccer section. It is a case of doing the best for the Club and I have always found that the rugby members are as keen and desirous of helping the Club as soccer members. Be sportsmen and don't quibble over them."

This appeal closed the discussion and the matter was then dropped.

While the ballot scrutiny was proceeding other business was dealt with. Mr. Ramsay proposed that Mr. McCubbin be made a life member. This proposition was greeted with applause and, in seconding, the chairman said he thought it was perfectly obvious that they had no other alternative. No one could be worthier of the post. Mr. McCubbin returned thanks.

Work Appreciated.
The chairman said that last year, for the first time, at the annual general meeting, they voted two hon. ruggers, one of \$400 to the hon. secretary and \$100 to the hon. treasurer, the latter having been acting for a few months. It was the opinion of the committee and himself that the same should be done this year. He therefore proposed that Mr. Purves and Mr. McTavish should each be granted the sum of \$200. "I would like you to know that this has been carefully discussed and I leave it entirely to you."

Mr. Stewart seconded and the motion was carried.

It was announced by the chairman that the two soccer committee men elected were Messrs. Robertson and Bishop.

The meeting closed with thanks to Messrs. Jardines for the use of their board room for the meeting.

MOTORIST CHARGED AFTER ACQUITTAL.
SECOND OFFENCE FROM THE SAME INCIDENT.
A protest against a motorist being tried on a second charge after his acquittal by a jury in relation to the same set of circumstances was made by Mr. C. Grobel, at Bow-street, recently.

Isaac John Oxford Oram, aged 43, an engineer, of Moscow-place, Baywater, was charged on remand with driving his motor-car in a dangerous manner in Coventry-street, W., on May 30.

Mr. Muskett, prosecuting, explained that Oram was originally further charged with being drunk in charge of the car, and on that

LOCAL BASEBALL.

HENDERSON TO MEET THE SACRAMENTO.

A baseball game has been arranged between the U. S. S. Sacramento and the U. S. S. Naval Transport Henderson. The Henderson which is to arrive to-day and leave the following day, radioed requesting a game with some team in South China for Saturday, and the team representing the U. S. S. Sacramento has been selected as it is undoubtedly the strongest baseball combination here.

The Henderson is a naval transport and has a very capable contingent from which to select a baseball team and should therefore have a very strong team.

The baseball game between the U. S. S. Sacramento and the U. S. S. Ashcroft for the championship of the South China Patrol of the United States Navy will probably be played on Monday, September 3, at 4.30 p.m.; Labour Day—an American holiday.

The league fixtures for the weekend for the junior division will be 2 p.m. on Saturday and 2 p.m. on Sunday. The game on Sunday between the Kloras and the South China Scouts should be keenly contested as these two teams are the leading contenders for the championship in the Junior Division.

At 4 p.m. on Sunday, the Hongkong Baseball Club will play the South China Dragons.

charge, at his own request, he was committed for trial. He was acquitted by a jury, and the present charge, which had stood adjourned sine die, had been restored to the list.

Mr. Grobel, who defended, said that the evidence was the same in both cases, and he objected to his client being put in peril twice for the same offence under another name. It was a great hardship on a man who succeeded after a lengthy trial at the Sessions to have to stand his trial again.

The evidence showed that Oram ignored a police constable's signal to stop, and his car came into slight collision with another car. He said he had not observed the signal.

The Magistrate (Mr. Graham Campbell) held that the two charges were not substantially the same, and imposed a fine of \$3, will 25 s. costs.

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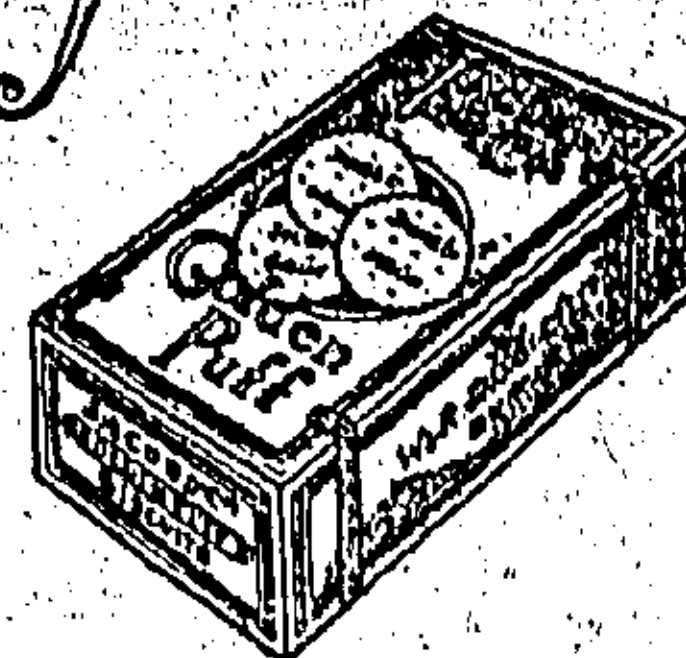
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JACOB'S



GOLDEN PUFFS.

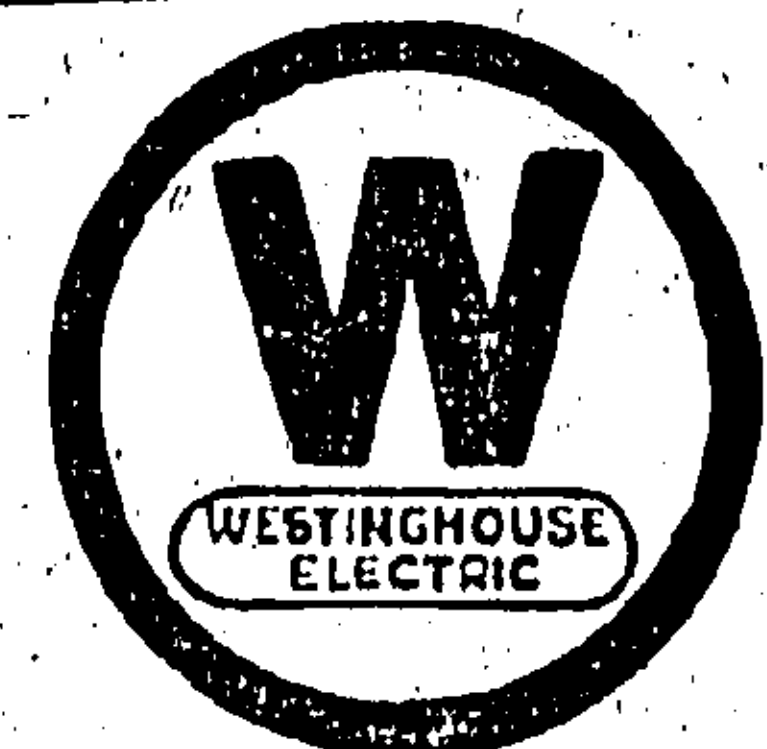
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The first autumn chapeaux have drooping backlines: (left) a "butter hat"; (inset) a grey felt with blue kerchief-like trim and (right) a smart black-white colour with pleated sides.

FASHION NOTES.

THAT TOUCH OF RED.

There is a veritable obsession for red this season, and it ranges from dull Indian, the slightly more vivid purple shades, to cerise, rose and vermilion, via lacquer and hunting-pink; a choice fortunately large enough to permit of a general participation.

Many women, who have hitherto fought shy of this colour, are finding they can, after all, exploit it; especially as an enlivening note to black, navy blue, oatmeal, wheat, and brown, frequently relieved by a *soupeon* of gold, the latter likewise playing for a significant place in the modish sun.

One may describe the outlook, on the whole as colourful. Wonderful printed silks, foulards, and chiffons lending invaluable aid, together with embroideries, tassels, buttons, and scarves.

There is much talk about the revival of grey, and several models have been seen of grey and brown mingled, which is quite a pleasing and original combination. But it is extremely doubtful whether grey will either oust or achieve the popularity of beige.

Buckles.

Cut steel buckles are very large, whether in open-work, motifs, or in solid themes. They are designed chiefly for shoes and buckles on frocks, while the finely cut rhinestone buckle, set in a pattern such as a daisy or some conventional design, with a modernist influence, is still shown in quantities in the shops of Paris.

'Seventies' Influence.

A navy blue moire frock has a split-cape back and three rear skirt pleats, illustrative of the new back fullness inspired by styles of the 'seventies.

CRETONNE FROCKS.

ARE GREATLY FAVOURED.

Nearly everywhere one looks for frocks of cretonne. In floral patterns this material is greatly favoured for house wear, and even for the stroll along the beach in the morning.

As a rule the cretonne frock is made with short sleeves, or it is sleeveless. Pippings in bright colours, taken from the floral patterns, are added to finish the simple design of the gown.

Wide belts, piped to slip round the normal waist, simple little collars, either "Peter Pan" or "Claudine" types, are used on many of these frocks. If there is a cuff, it is usually turned back, and very deep.

Printed Voiles.

Printed patterns in voiles often deceive the eye in perspective making the material appear to be printed chiffon or georgette. This, in itself, lends to a wide use. Trimmed with rows of tuckings, shirtings, or even sometimes with buttons, and with gilets of organdi, and organdi collars, the voile frock may be used for afternoon wear.

Large dots, graduated dots, and small dots have an equal share in this feature of the season, whether it is in chiffon prints, embroidered georgette, or merely cotton voile. Navy blue or black is the background preferred for white or red dots.

Since voile lends itself so admirably to fine pleating, the tier-skirt is often arranged in this fashion, while the bodice is deeply-blossomed both front and back. The slash or girdle is preferably of the material; it may fit quite snugly at the top of the hip-line, or it may lie nonchalantly around the normal waistline. Hem-stitching is introduced as a decorative element.

FIRST THOUGHTS BEST.

AN OLD ADAGE REVERSED.

When is the best time to think in the sense of forming judgment and making up our minds? Many people say that they live more happily if they follow their "first thoughts" about people or situations.

When we awaken from sleep we experience the first thoughts of the day. After sleep the brain is alert, the inner self, the unconscious is nearer the surface of the mind, and may, if we permit it, give us marvellous assistance when there are conflicts and difficulties to solve.

Voice of Intuition.

What comes into your mind the first moment of the waking day? You are called on to decide something relating to your work, or children, or friends. What did you feel about it this morning? "Don't do it," "Accept," "Refuse," "Beware." Thus speaks the silent voice of intuition which knows unconsciously what our everyday selves can never learn through reason or the intellect.

There is a period between sleep and waking when it may be that the mind is keyed to wave lengths imperceptible to the thoroughly wakeful conscious ego, the you or I who "think." It is in those moments of waking that we are receptive; and first thoughts are valuable. There are no distractions when, after sleep, for a moment, consciousness is "simple." Perception is clear, and from the subconscious which is so much greater in knowledge and experience thought springs into the waking mind.

The sixth sense is not, in the scientific meaning, concerned with intuition as many people believe, but with our muscular sense, our ability to appreciate degrees of strain of muscles. The cat and tiger who spring accurately on their prey have fine muscular sense. But those who are gifted with intuition have unusual power of unconscious notices and of utilizing, as if they had a seventh sense their accumulated experiences and memories stored in the deeper levels of the psyche. The life story of every one of us is repetition millions of times over of mental processes comprising emotion, thought, and effort of strain to accomplish. "I feel, I know, I do," thus says the psychological part of us, but the trouble is that the dull, insensitive everyday self refuses to recognize the vast hinterworld of higher powers within our minds.

If has been said that there are two "selves" the self we think we are and the real self. Is there not a third self greater than either—the self we may become?

We have, in the subconscious, vast reserves of feeling and power that we may glimpse in moments of inspiration and intuition. Try to realize this on waking to a new day. Give the "first thoughts" a fair chance, and life may become a thing of new and higher values. —Elizabeth Sloan Chessier M.D.

A GOOD QUALITY.

CONSOLATION FOR THE
STOUT.

Very few women enjoy growing stout, even when all the smartest dresses and other garments are not, as they are now, created for slim, sylph-like figures.

The latter fact alone makes the stout woman's lot harder than that of other women, but apart from questions of dressing, of comfort, or of health, the putting on of fat is a depressing experience for most women.

The truth is that fat spells the end of romance, and no woman likes to think that romance has died out of her life for ever.

Here, at last, however, is some consolation for those who would be slim but cannot.

A man who argues that the man who wants peace in his home should look to avoid disputes when marrying, says that the stouter the woman the kinder is her heart.

This is perhaps putting the case for the stout woman too strongly, but, nevertheless, it is true that the greatest enemy of fat is "nerves," so possibly placidity may be of greater value to the stout woman than restlessness and irritability.

COMPLEXION
FASHIONS.TINTING THE SKIN TO SUIT
THE MODERN OCCASION.

Complexions, like clothes, are nowadays in keeping with the occasion. For outdoors, women use sunburn powder, which gives their skin a healthy tan. And to counteract the glare of the electric light they are to use for the ball-room next winter green and mauve powder. The green is for the woman with golden hair and blue eyes, while dark women will colour their skins with mauve powder.

Green for Evenings.

"Naturally the green and mauve tints are only for use at night," a Press representative was told at the Chemists' Exhibition, where hundreds of chemists are demonstrating their ideas for beautifying women. "The idea may sound ridiculous, but you cannot think how charming the effect is. In the electric light a very fair woman who has used green powder looks lovely. Of course she does not go about looking like an emerald, for in the glare the green does not show but simply serves to enhance her fairness. The colours will be used in the same way as they are on the stage, but with a far less heavy hand, and society women have adopted them already. To emphasise the colour of the eyes, women are also using blue powder faintly, just under the eyes and over the eyelids. Next winter, particularly at the ever-increasing number of fancy dress dances, there will be many a woman who uses three colours and black on her face—green or mauve for her skin, blue for her eyelids, red for her lips, and black for her eyebrows."

A Fashionable Tint.

Sunburn, still the most fashionable tint of all for outdoor use, is made up in light and dark shades, and most Englishwomen, being fair, can only wear the light shade. "French-women love the dark shade because, while it is fashionable to go and get brown at the seaside, they cannot bear the idea of really tanning their skins," it was stated. So they protect their faces with cream and shady brims, and don an artificial tan. At Ascot and garden parties where lace dresses were worn, complexions were "sunburn," eyebrows were shaved and pencilled to make a straight dark line, and rouge was a little brighter than usual to contrast with the powder.

Women will be able to do an important part of their beauty treatment at home, thanks to the invention of an "iceless ice." The modern woman fully appreciates the value of massaging with ice, but until recently was handicapped by the difficulty of obtaining supplies. The new device is shaped like a cone, so that it glides easily over the contours of the face. It contains inside a freezing mixture.

This mixture has another use; for if packed in a special aperture at the base of a cocktail shaker it makes the drink ice-cold by the time it is prepared. There is also now a miniature portable refrigerator, which can be taken on motoring and boating parties.

"Composing" New Scents.

Some of the men who evolve new perfumes were at the exhibition. "We are composers rather than artists," one of them said. "We have hundreds of 'notes,' and by combining different ones we are always evolving fresh scents. You must not only have experience for this. You must have the 'feeling' for it. Often an idea for a new perfume strikes me, and I bring together two or three beautiful scents, hoping for wonderful results. But those very scents may cancel each other or may even prove obnoxious when combined, so I have to scrap the experiment and start again. Often there is a name waiting for the new scent. At other times, when the scent is evolved, it names itself."

Among the useful gadgets shown is a glass cooking measure made of heat-resisting glass, which dispenses with the need for scales. Graduations are clearly marked on it for measuring both solids and liquids. Another useful article is the thermos jug for keeping liquids at the same temperature, whether boiling hot or icy cold. Paper face "towelotens" for removing toilet and face creams form another practical novelty.



The patterned nylon or crepe de chine frock grows more popular rather than less. For evening wear the pattern is usually floral, instead of stripes and bars and geometrical designs, and a large flower at intervals is considered more effective than a profusion of tiny sprays. The shoulder sash was introduced in this design, and cascades to the waist from the top of the corsage.

THIS WEEK'S RECIPE.

DATE CONFECTION.

This is nourishing, as well as wholesome.

Blanch and chop finely 1/2 lb. of almonds. Wash, dry, and stone 1/2 lb. of dates, and cut them up small. Whip the whites of 4 eggs to a stiff froth and stir in 1 lb. of granulated sugar, the almonds and dates. Add a teaspoonful of vanilla essence and put the mixture into a shallow, buttered tin and bake for about 40 minutes in a moderate oven.

When nearly cold cut into cubes. Walnuts or any nuts may replace almonds, and figs or stoned raisins may be used in place of dates.

Snakeskin Golf Bags.

Smart golfers like every detail of their sports outfit to correspond, and the most luxurious form of this craze for matching accessories is the golf-bag of snake or lizard skin which accompanies brogues, belt and buttonhole of the same leather. If the golf course is a chilly spot a short coat of skin to match, with large pockets and a cozy collar, may be added.



Here is the latest picture of Mary Pickford, showing the screen star without her famous curls. Note that the bob is an extremely conservative one.

BEAUTY AND TENNIS.

BY A TENNIS ENTHUSIAST.

Just now the tennis season is at its height, says a writer in a Home paper, and all over the country girls are revelling in the joys of this splendid game, but many of them are growing a little dismayed at the wear and tear resultant in their looks.

Eye-strain is one of the tennis player's worst troubles. This may be obviated to some extent by the use of a "Wills peak," which may not be as becoming as a pretty headress *a la de Alvarez*, but is surely preferable to hot, burning eyes, the result of exposure to the blazing sun.

It is wise to rest the eyes as much as possible. When not playing it is advantageous to focus the eyes on somebody or something stationary. Continually watching oneself is tremendously tiring for the eyes.

Bathe the eyes as often as possible, using a boracic lotion, or if that is not available, a solution of common salt and water is very effective. Use an eye bath and do not be afraid of opening the eyes wide in order to allow the water to penetrate the corners. It is rather unpleasant in the beginning, but with perseverance it will become quite a pleasure, as the result is so refreshing.

Every night, in order to eradicate the wrinkles that form so

METAL BUDS.

FLOWERS OF WOVEN GOLD
WIRE.

Having used innumerable variations of silk or cloth, the fashionable woman is turning to wire as the basis of flowers for trimming her frocks. Quite the latest nosegay consists of a flower made out of fine gold wire woven together like chain mail.

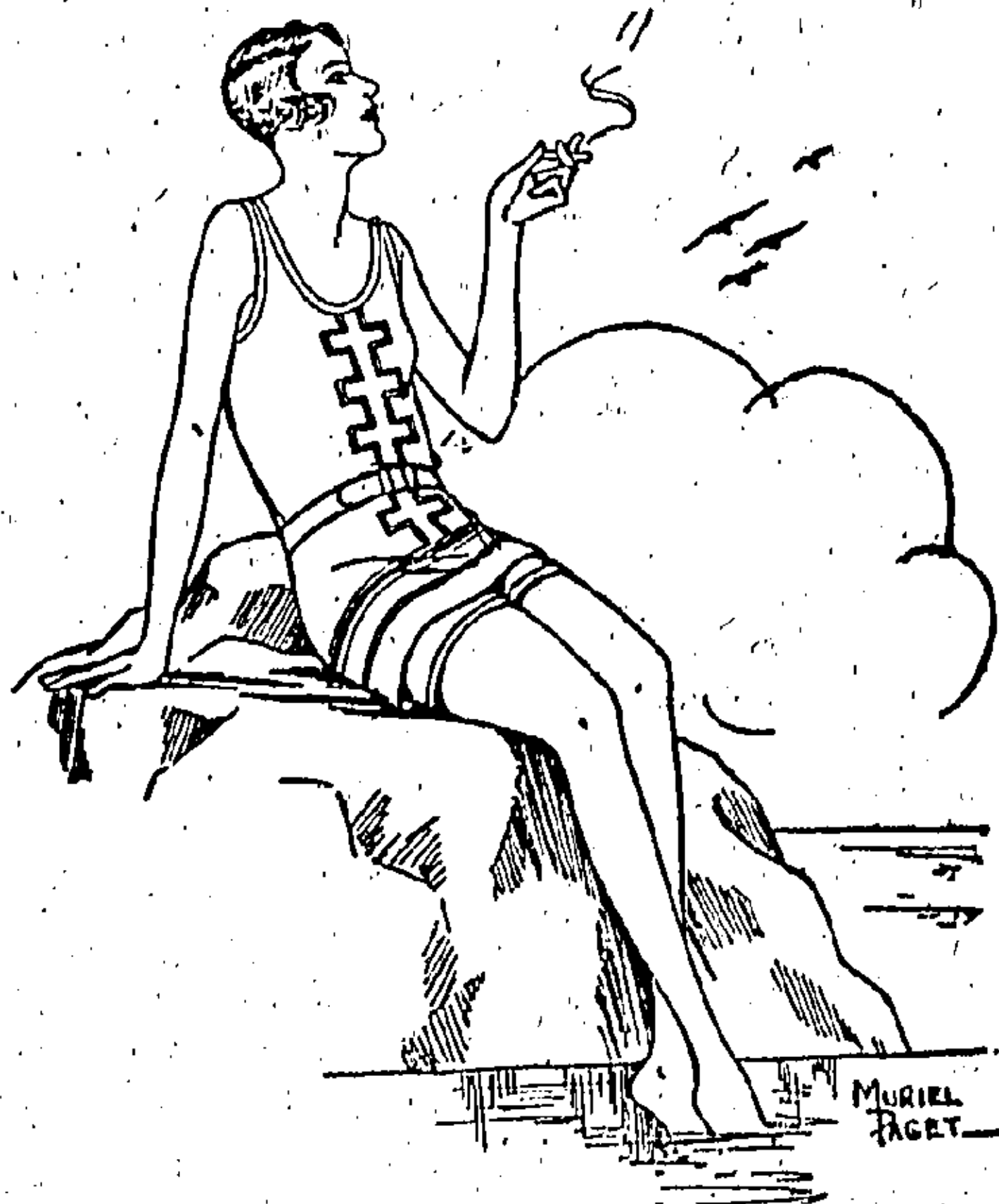
Apart from being made from such an unusual material, these chain mail flowers are extremely conventional in shape. A rose is usually the blossom imitated, and each petal is woven in the wire in the correct shape. The size varies, however, from a modest half-open rosebud for wearing with tailor-mades to monster full-blown flowers for pinning on the shoulder of an evening frock.

These gold-wire flowers look particularly smart if worn with one of the new gold link belts and a necklace of big highly-polished gold beads. For gold, either real gold or one of the new metals that so cleverly imitate it, is going to be all the rage for jewellery and dress ornaments this summer.

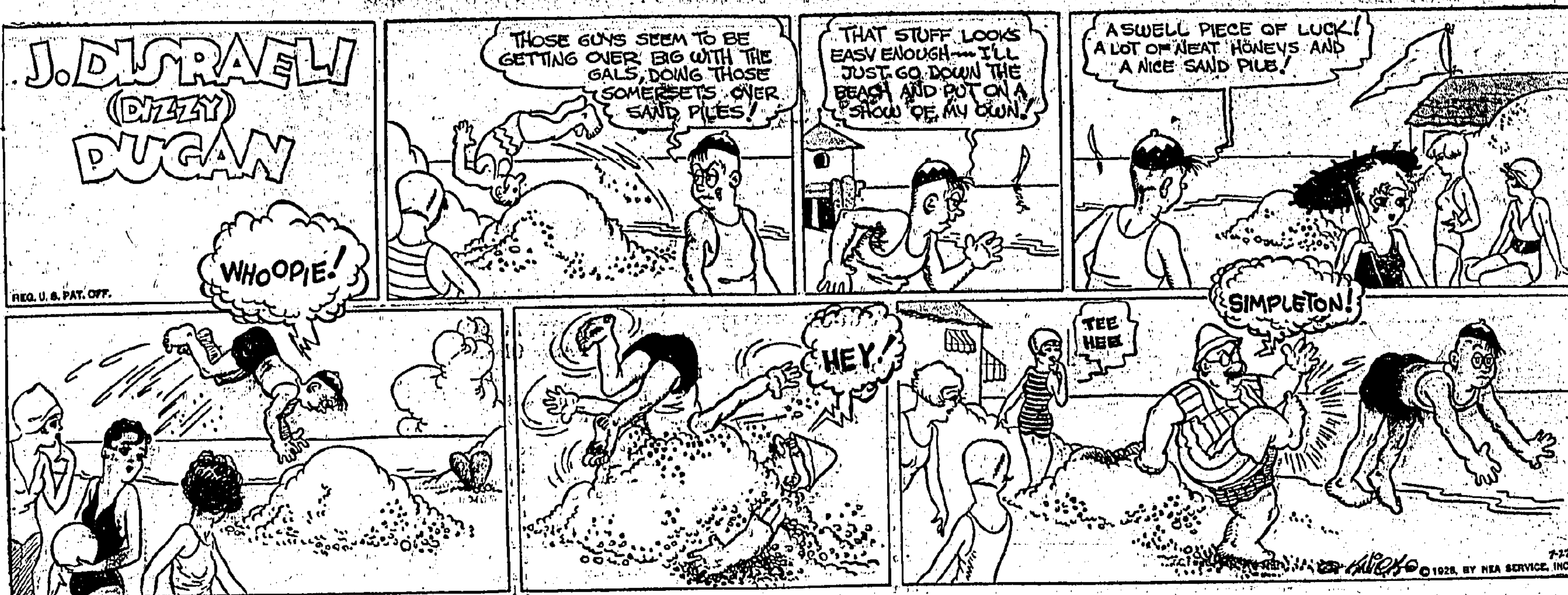
readily when the eyes are over-tired, put a small lump of cold cream into the skin under the eyes. This must be done very gently or wrinkles will be promoted instead of removed.



Neck-lines ought always to be chosen most carefully. Some people need a perfectly flat effect. A high collar may not suit them at all, and the artistically untidy effect of a scarf handkerchief may be fatal. Study your own particular style and see which seems to be the most attractive idea for you. Here are three designs from which to choose.



Navy stockingette was used for this attractive little swimming suit. Bright orange strappings were arranged down the centre front, and the neckline and armholes were outlined with orange, and the legs of the knickers turned up with it. A belt of pale orange patent leather made a pretty finishing touch.



SALESMAN SAM

By Small



WHITEWAYS FOR STANDARD VALUES

CHARACTERS

THE STORY THUS FAR

CHAPTER XXVII

Nature had endowed Miss La Fosse with many of its arts, and those that nature had omitted, Miss La Fosse herself had supplied. She was slender and blonde. Her large blue eyes were heavily lashed, but though she looked at one with wide-eyed stare, she was unable to disguise their sophistication. If toilet had been made with elaborate care, and as I looked at her, I could not help thinking what an excellent model she would have been for Cheret's pastel posters.

"So you are Mr. Vance," she cooed. "I've often seen your name in *Town Topics*."

Mechanically she accepted his offer, keeping her eyes on him the time, as if attempting to determine how far he was to be trusted.

ten until two in the morning. V
were discussing a new music
show he was interested in; and
wanted me to take the leading role
(To Be Continued)

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is
e.

(Continued from Page 1.)

Glamorgan, 167 and 164.
—*Reuter.*

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Alexandria	Karachi	Saigon
Batavia	Kobe	San Francisco
Bombay	London	Seattle
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Capital	Frs. 50,000,000
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Haiphong, Hanoi, Tourane, Quinhon

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WHEN A WOMAN 'PHONES

Telephone Sense.

was | conversations cost money.

who has been using the phone for 30 years, but when he rings more he is as stilted and ill at ease as the shyest boy. Yet at moments when only uses the telephone to talk with his friends, will converse with the greatest ease and fluency for half-an-hour at a time. For her, the mechanical barrier simply doesn't exist. She talks through her friend as in the same room with her.

"Women, as telephonists, have reached a far higher pitch of civilisation than men, who are still in a crude, barbaric condition. If women spend more money ringing up their friends, you must remember that civilisation is a complex and costly affair, and that they have to pay for its graces and refinement."

man

Newspaper
has the "p
other form

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EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPEROR OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2
EMPEROR OF FRANCE	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23
EMPEROR OF RUSSIA	Feb. 27	Mar. 2	Mar. 5	Mar. 7	Mar. 16
EMPEROR OF ASIA	Mar. 15	Mar. 18	Mar. 21	Mar. 23	Mar. 30
EMPEROR OF CANADA	Apr. 5	Apr. 8	Apr. 11	Apr. 13	Apr. 22

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Sept. 25	Sept. 27	Sept. 28	Sept. 30

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M.V. "SUMATRA"	31st August
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ATHOS II	25th Sept.	SPHINX	25th Sept.
D'ARTAGNAN	9th Oct.	G. METZINGER	9th Oct.
SPHINX	23rd Oct.	PAUL LEOAT	23rd Oct.
G. METZINGER	6th Nov.	ANDRE LEBON	7th Nov.
PAUL LEOAT	20th Nov.	CHERONOEUX	21st Nov.
ANDRE LEBON	4th Dec.	ATHOS II	5th Dec.
CHERONOEUX	18th Dec.	D'ARTAGNAN	19th Dec.
PORTHOS	1st Jan.		2nd Jan.

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MOTOR CAR DEAL.

JUDGE FINDS MYSTERY HE CANNOT FATHOM.

"There is some mystery behind all this which I cannot at the moment fathom," remarked Mr. Justice Jackson in the Summary Court yesterday afternoon, during the hearing of a claim for damages for the alleged conversion of a motor car. His Lordship remarked, after hearing some aspects of the case, that it seemed to have been a most extraordinary deal and Mr. Fred X. D'Almada, solicitor for the plaintiff, agreed, saying it had been most unsatisfactory.

The plaintiff was Mong Mantat, 35, Eastern Street, ground floor, and he sued Lo Yin, of the compradore department of Messrs. Gilman and Company, Limited, Hongkong Bank Building, for \$1,000. It was alleged that the defendant had converted to his own use an overland Wipac two-seater touring car, to which the plaintiff was entitled, and the money was claimed as damages. Mr. C. A. S. Russ was for the defence.

Mr. D'Almada said that on November 1, last year, the plaintiff called with a friend at Messrs. Gilman and Co's compradore department where they had some talk about the purchase of the car. An agreement was arrived at, a copy of which the plaintiff took home with him in order to have it explained, he being unable to read English which was the language in which it was written. The plaintiff brought the agreement back and said he was agreeable to buy the car under those terms.

Did Not Sign.

He offered to sign the paper but the compradore said it was not necessary as it was usual for Messrs. Gilman's manager to sign agreements ex-parte. The initial payment was a sum of \$800 which was paid and the plaintiff obtained the car. He asked for a receipt for the money but he was told that it was not necessary as the car had been handed over to him.

Continuing Mr. D'Almada said that later the plaintiff paid a further sum of \$48 for registration and licences, and when December 10 came round he paid the first instalment of \$177.50, for which he received a receipt made out in the name of Lo Yin.

His Lordship asked why the receipt was made out in the name of the defendant.

Mr. D'Almada replied that the plaintiff protested at the time and went on to explain that the defendant said he was owed a lot of money by Santa Singh.

Defendant's Case.

Matters became complicated at this stage, and, to clear the air, Mr. Russ explained the plaintiff's case was that he bought the car from Gilman's and paid \$800 to Gilman's compradore. After that he paid the first instalment to Gilman's compradore for which there was a receipt in the defendant's name. The defendant would say that he himself bought the car from Gilman's and re-sold it, or that it was arranged that the defendant should be in the same position as Gilman and Co., as he had advanced a large

U. S. PRESIDENCY.

GOVERNOR SMITH APPROVED BY LABOUR.

Rochester, N.Y., Aug. 31.

The Presidential candidacy of Governor Alfred Smith was approved by acclamation at a stormy session of the Annual Convention of the New York State Federation of Labour.

Hot Springs, Ark., Aug. 31.

Torrential rains marked the occasion of the open air ceremony of nominating Senator Robinson as Democratic candidate for the Vice Presidency.

Mr. Robinson, in a long address, directed his remarks principally to the "solid South," where there is considerable dissatisfaction at Mr. Al. Smith's hostility towards prohibition. Mr. Robinson pleaded that there was room in the Democratic Party for both drys and wets.—*Reuter's American Service.*

sum of money to assist the transaction to go through. Then there was the question as to whether the agreement was a hire-purchase one or not. If they failed on that then they would say that the plaintiff left the defendant in possession of the car.

It was explained that there was a counterclaim for \$535 as being \$500 due on the initial payment and \$35 on the last instalment for which no receipt had yet been given, because of the stated shortage.

Mr. D'Almada went on to explain that it was the custom of a compradore to keep a licence book until all the instalments had been paid. On July 14, this year, the plaintiff obtained the licence book from the compradore and discovered that it had been altered to Lo Yin's name without his (plaintiff's) knowledge. He knew this because the book had previously been shown to him when it was in his own name.

Car Taken Away.

On July 12, said Mr. D'Almada, the car was taken from the plaintiff and on the following day Mr. D'Almada's firm wrote a letter to Lo Yin demanding the return of the car.

A reply was received from Messrs. Deacons, who were then acting for the defendant, which was to the effect that the car never had been the property of the plaintiff and that Lo Yin had purchased the car from Messrs. Gilman and Co.

Mr. D'Almada went on to say that they wrote to the police asking for the car's history. In reply they were informed that the original licence was in the plaintiff's name on November 15, 1927. On November 28, last year, the registered owner's name was changed to Lo Yin and the car was re-licensed from July 1, to December 31, 1928.

Mr. D'Almada commented that trouble had arisen over the service of the writ as the defendant claimed that the wrong man had been served. Mr. D'Almada claimed that the agreement was not a hire-purchase one but was one for sale, and that therefore the defendant had no right to take the car from the plaintiff. His remedy should have been an action for price of whatever was owing on

NEW SCANDAL?

BIRESTONE PLANS IN LIBERIA.

London, Aug. 31.

The Times publishes a message from Washington stating that the Firestone Rubber Concession in Liberia and the State Department's share in the negotiations leading thereto have been attacked in a conference at the Institute of Politics in Williamstown by Mr. R. L. Buell, who investigated the Liberian question on the spot.

Mr. Buell condemned the plantation system which the Firestone Corporation were establishing because it was disastrous to the natives.

He alleged that the spectre of the French designs in the Liberian hinterland were evoked with a view to forcing a grant of a million acre concession, and the acceptance of a loan upon terms under which they would hand over the country to the control of an American Financial Commission.

Mr. Buell generally criticised the governmental policy of supporting business men abroad as a "policy of domination." The attack has created some disturbance.

A State Department official denied that pressure was exerted on the Liberian Government and said that the United States Government was convinced of the Firestone Corporation's beneficent and humanitarian intentions.—*Reuter.*

Though they made a loss last season of £344, West Bromwich Albion Football Club recommend a dividend of five per cent. The assets of the club exceed liabilities by £10,326.

the car. He contended that the agreement was between the plaintiff and Messrs. Gilman and Co., and that the plaintiff did not have an agreement with the defendant.

The Agreement.

The question arose as to what kind of a document the agreement was, Mr. Russ saying that if the plaintiff was relying on it and was going to put it in, he would object as it was not stamped.

Evidence was given by the plaintiff who said that he paid the initial instalment of \$800 in two instalments, one of \$300 and the other of \$500. The total agreed price of the car was \$1,865.

Plaintiff went on to speak of what he was told by the compradore but Mr. Russ objected, saying it was hearsay evidence as the defendant was not present. He said that the compradore should be called.

Mr. D'Almada said that he thought Mr. Russ was calling the compradore and remarked that in any case the compradore would be hostile to the plaintiff.

"Extraordinary Deal."

After further argument his Lordship remarked that it seemed to have been an extraordinary deal altogether.

Mr. D'Almada agreed, saying it was most unsatisfactory. He pointed out that the receipts given were not numbered.

It is Lordship remarked that there was some mystery behind it all, which he could not fathom at the moment.

The case was adjourned until next Tuesday morning.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
"AENEAS" 4th Sept. M'los, London, R'dam & Glasgow.
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LIVERPOOL SERVICE
"BELLEROPHON" 20th Sept. Genoa, Havre, L'pool & Glasgow.
"BURYLOUGH" 20th Oct. Genoa, Havre, L'pool & Glasgow.

PACIFIC SERVICE
via Kobe & Yokohama.
"TYNDARRIS" 14th Sept. Victoria, Vancouver & Seattle.
"PROTEILAUS" 6th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE
"PHENIX" 2nd Sept. Boston, New York & Baltimore.
"AGAPENOR" 17th Oct. New York, Boston & Baltimore.

INWARD SERVICE
"OBERON" due 3rd Sept. Shanghai & Hankow.
"BURYLOUGH" due 6th Sept. Shanghai, Kobe & Yokohama.

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President Grant	Tuesday, Sept. 25th
President Cleveland	Tuesday, Oct. 9th
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To Seattle and Victoria
The Short, Straight Route to America

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President Taft	Tuesday, Sept. 4th, 11 a.m.
President Jefferson	Tuesday, Sept. 18th
President Lincoln	Tuesday, Oct. 2nd
President Madison	Tuesday, Oct. 16th

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President Wilson	Sunday, Sept. 9th, 8 a.m.
President Van Buren	Sunday, Sept. 23rd, 8 a.m.
President Hayes	Sunday, Oct. 7th, 8 a.m.
President Polk	Sunday, Oct. 21st, 8 a.m.

To Manila

President McKinley	Sept. 1st, 6 p.m.
President Wilson	Sept. 9th, 8 a.m.
President Jefferson	Sept. 11th, 6 p.m.
President Grant	Sept. 15th, 6 p.m.

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TO KORE via AMOI, KEELUNG & SHANGHAI	Fookseang	Fri. 14th Sept at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KORE	Hosang	Wed. 19th Sept at 7 a.m.
TO CANTON	Kwongseang	Mon. 3rd Sept at 10 p.m.
TO STRAITS & CALCUTTA	Kwongseang	Satur. 15th Sept at 3 p.m.
TO TIENTSIN	Chongshing	Mon. 3rd Sept at 5 p.m.
TO SANDAKAN	Mausang	Wed. 19th Sept at 3 p.m.

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CHANGTE	10th October	16th October
TAIPING	6th November	13th November
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Above sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

SOVIET INFLUENCE.

BORODIN BUSY IN MONGOLIA.

Shanghai, Aug. 31.

Tangible evidence of the desire of Chang Hsueh-liang to assist the Nationalist Government is forthcoming in the decision to withdraw 80,000 Northern troops inside the Great Wall to Manchuria, of which 10,000 are proceeding over the new Chinese railway system from Chinchow to Tientsin (not using the South Manchuria Railway) and thence to Khailar for the purpose of protecting the Western section of the Chinese Eastern Railway against the attacks of Mongol troops, instigated, according to Japanese

reports, by Borodin and other agents of the Third Internationale. The situation at Khailar is most obscure and no reliable information is available, but the Chinese and the Japanese are keeping a close watch, regarding it as a serious reflection of the growing strength of the Soviet influence in Outer Mongolia. —Reuter.

In the recent special distribution of the Wells legacies, King Edward's Hospital Fund for London set aside a grant of £10,000 towards the building fund of King George's Hospital. A scheme now submitted to the King's Fund contemplates the provision of additional hospital accommodation for the parts of Essex immediately to the east of London.

ATTEMPTED SUICIDE.

KINSHAN PASSENGER JUMPS OVERBOARD.

On the arrival of s.s. Kinshan yesterday afternoon, it was reported that a first class passenger, Mr. Chang, had attempted suicide by jumping overboard whilst in the vicinity of the Wing Lok Street Wharf. Mr. Chang was picked up by a passing launch and was subsequently handed over to the Police.

The statement of the master of the Kinshan (Captain Pritchard) is to the effect that at 2.35 p.m. it was reported that a Chinese passenger had jumped overboard. Owing to the fact that the Kinshan was then approaching her wharf, it was impossible to lower boats or make any attempt at rescue. The steam launch Seolow was in the vicinity and immediately went to his assistance, with the result that the would-be suicide was rescued. Suffering from shock, the victim otherwise appeared to be uninjured.

It was learned that previous to the tragedy Mr. Chang had handed over to the purser of the ship his wallet, containing \$17 in Canton bills, \$4.40 in Canton small money, \$3 in H.K. bills and 90 cents in local currency.

Two letters were also found in his luggage and these outlined the fact that suicide was premeditated. He was previously the owner of house property in Lui Hon Street, Canton, but the local government had decided to broaden local thoroughfares and this particular block of property came within the development scheme. Compensation was paid, but was not at any time commensurate with the value of the property. Hundreds of dollars were paid, where the rightful return should have been thousands. Under the circumstance the writer of the letter considered that life was not worth living.

The extortions of the ruling classes were unbearable, and it was impossible for the Chinese to live. Coming down to Hongkong to meet friends, Mr. Chang was suddenly seized with the idea that death by drowning would be a short cut to oblivion. The attempt was frustrated as outlined above.

Previous to the arrival of the Police at the Canton Wharf, the would-be suicide had changed his clothes and was prepared for the visit. He expressed sorrow for the action he had taken and called attention to the fact that he had a wife and two children, these having seen him off from Canton in the Kinshan, believing that he was bound south on business.

Sergeant Connell from the Central Police Station arrived subsequently and took the accused in charge. Mr. Chang was later removed to Hospital.

Rome, Aug. 3.—The Pope tonight sends the following message to the Roman Catholics of China through Monsignor Constantini, the Apostolic delegate: "The Holy Father has followed with lively interest the course of events in China, and has been the first to treat with China not only on a footing of perfect equality, but with an attitude of true and special sympathy, consecrating the first Chinese Bishops." The

SMUGGLING ARMS.

SHIP'S STEWARD HEAVILY SENTENCED.

The sequel to the police raid on the Harunda, half an hour before the vessel was due to sail for Swatow on Monday last, was the appearance of the ship's chief steward, who was charged with being in possession of 83 automatic pistols, 8,800 rounds of ammunition and 81 spare magazines. The arms were of German manufacture.

Mr. L. R. Andrews, who appeared for the defendant, pleaded guilty on the latter's behalf and asked the Magistrate trying the case, Mr. W. Schofield and Major C. Wilson, to show leniency to the defendant. Mr. Andrews told the Court that the defendant had a large family to support, being a married man with young children, in addition to which he had several infant brothers and a father and mother to look after.

Mr. Andrews said that he had a reference from the owners of the last ship on which the defendant served, in that testimonial it was stated that the defendant was a reliable steward. In reply to the Magistrate, Mr. Andrews said that the defendant's wife was in Hongkong but the rest of the family was in Swatow. Mr. Andrews added that when the Harunda was searched the defendant gave all the help he was able to give and admitted things candidly, which was in his favour.

The Police Search. Inspector Dorrington, giving details of the search on the Harunda, said that half an hour before the ship was due to sail the police boarded her and searched the pantry and the steward's room. They found nothing, but as a result of a search in the steward's storeroom they came across the arms and ammunition which formed the subject of the charge. The defendant admitted that he was the owner and told the police that the arms were put on board by a Chinese man, who offered him a commission for concealing them. The defendant had then stated that the arms were taken from the Harunda from a green motor boat which came from Vanchai.

Continuing, Inspector Dorrington said that the defendant had been given every opportunity of finding the man who took the arms, but the opportunity, but had refused to do so. He had asked the police to give him a chance to go to the interior of China to look for the man.

Their Worship remarked that the defendant must have known the risk and the criminality involved in smuggling the arms and remarked that it was a very large quantity.

Out of Hongkong. Mr. Andrews replied that the defendant was persuaded into it for a consideration. There was one thing about the matter which he would like to point out and that was that the arms were being taken out of Hongkong.

Mr. Schofield: That is so, but what are the arms going into China for?

Mr. Andrews: Quite so. Defendant was then sentenced to five years' hard labour. Speaking from the dock, he asked the Magistrate to reconsider their sentence as he did not know what was going to happen to his family during the five years he would be in prison.

Mr. Schofield: Well I understand this Chinese man who gave you the arms was going to the country, and I think he ought to look after your family for you.

Pope thanks Providence for the end of the civil war, and expresses a hope for the establishment of a lasting peace in which, the Pope hopes, may be fully recognised the legitimate aspirations and rights of a people which are the most numerous on earth.

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All claims must be sent in to me on or before the Thursday the 6th Sept., 1928, or they will not be recognised. Damaged packages will be examined by the Company's Surveyors Messrs. Godard & Douglas in the presence of the Consignees at 10.00 a.m. on Monday, the 3rd September, 1928. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 28th August, 1928.

LEAGUE COUNCIL.

THE OPIUM EVIL IS DISCUSSED.

Geneva, Aug. 31.

At the beginning of the League Council's discussion on the opium question a letter was read in the name of the Siamese Government welcoming the appointment of the League Commission and promising co-operation.

Lord Cushendun referred to the difficulties of carrying out the undertaking to suppress the traffic in opium, especially in Hongkong, owing to the proximity of China and the facilities for smuggling it into Britain. He therefore proposed that the League should appoint a Commission to go to the Far East to examine conditions independently and impartially.

Mr. Adatci declared that Japan would do her utmost to ensure the success of the Commission. He hoped all Far Eastern countries, including India would declare their readiness to welcome the Commission. Subsequently Mr. Adatci announced that Japan had ratified the Geneva Opium Convention of 1925.

M. Boncour promised France's support to the Commission's work in Indo-China and urged that the inquiry apply to all opium-producing countries, including China.

Mr. Van Bland said that the Dutch Government would invite the Commission to visit all the Dutch Colonies.

Mr. Wang Chi declared that the Chinese Government always welcomed the efforts to suppress the terrible scourge, but he was waiting a cable from China giving China's definite reply. Mr. Wang Chi suggested that the inquiry be extended to the whole world.

Mr. Mackenzie King, who as rapporteur, made his debut at the Council table, read a report which was adopted. He proposed that the United States be invited to submit the name of its member and proposed the creation of a Central Opium Board and that they adjourn pending the final consideration of the subject. The proposal was carried.—Reuter.

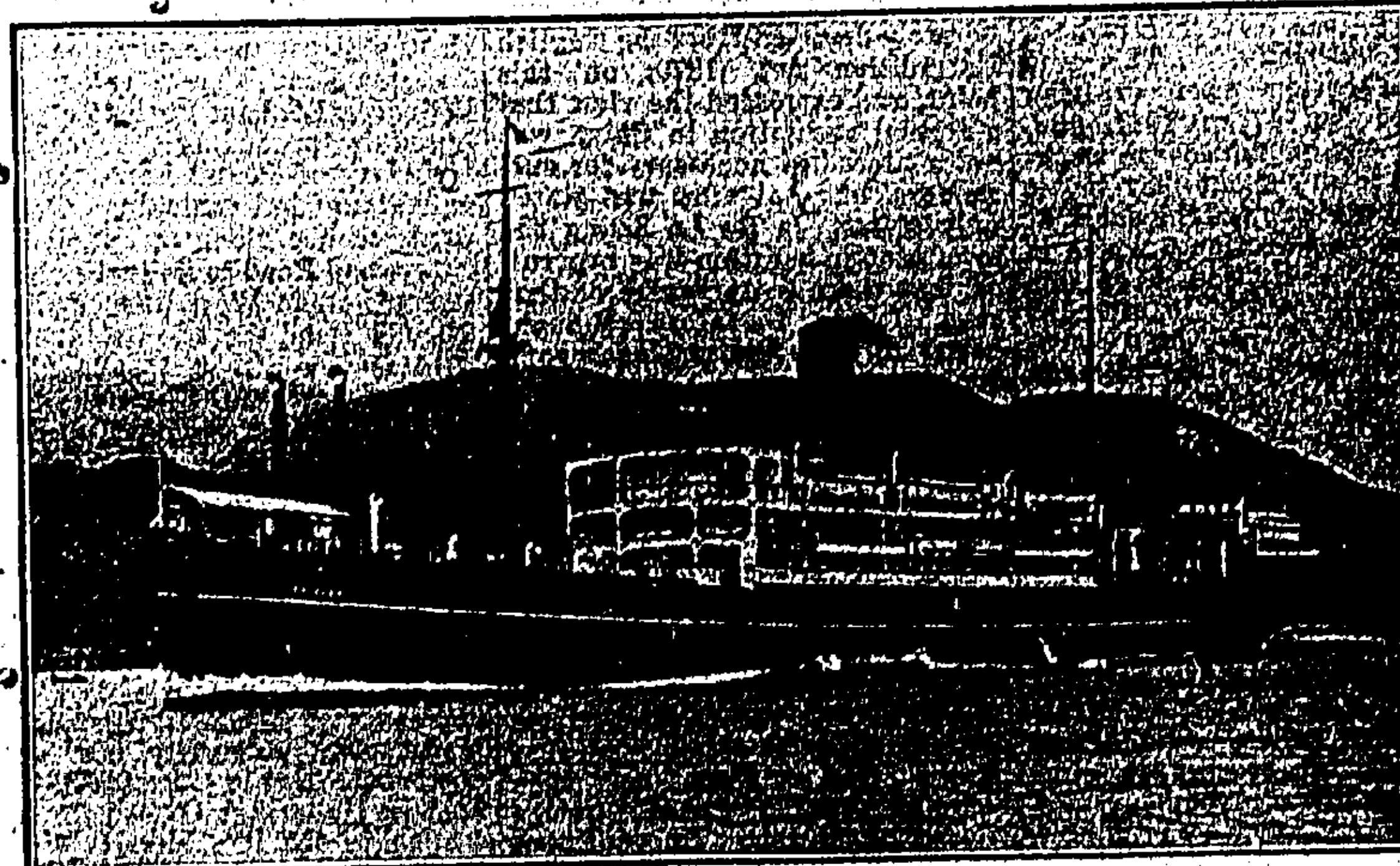
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*MIRZAPORE	6,715	13th Sept.	Shanghai, Moji & Kobe
MOREA	10,953	14th Sept.	S'hai, Moji, Kobe & Yoko
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Aki Maru ... Wednesday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.

Sado Maru ... Tuesday, 11th Sept.

Nagato Maru ... Tuesday, 25th Sept.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.

Bokuyo Maru ... Saturday, 29th Sept.

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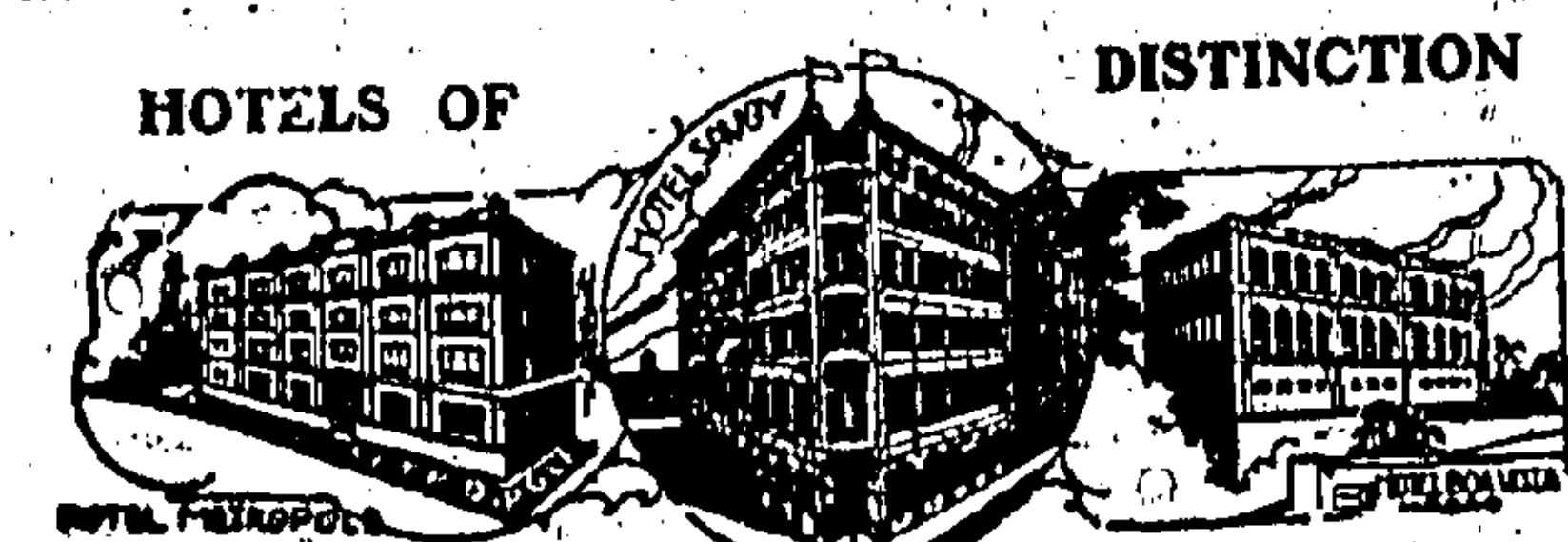
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BRITISH AIR MAIL SERVICES.

STEADY GROWTH DISCLOSED
IN LATEST RETURNS.

MANY NEW AVENUES.

London, Aug. 31.
The Postmaster General announces the steady growth of British air mail traffic during the quarter ended June last. During the quarter, nearly 14,000 pounds weight of parcels were sent by air to Germany, as against 9,000 pounds during the corresponding quarter of 1927, and over 6,000 pounds to Paris, compared with 5,000 pounds. Letter traffic to France and Germany showed an increase of 80 per cent. and 50 per cent. respectively, while over 4,000 pounds of letter mails were despatched by the Cairo-Basra service, compared with about 3,000 pounds in the corresponding quarter of 1927, or an increase of over 60 per cent.

Since the opening of this year's summer season, several new air services have been made available, the most notable instance being the new air letter service to Persia in direct connexion with the London-Moscow air service; in Peru, for letters and parcels to Iquitos and certain other places; and the recently-established service to South America via France and Dakar.

Air parcel services have also been opened to Norway, Sweden and Denmark, and to Australia, Czechoslovakia and Hungary.

All these services represent a really appreciable gain in time over the ordinary routes, in some cases as much as several weeks.

The public are, evidently, realising that the air parcel service offers not only rapid transit but also speedy clearance through the Customs in the country of destination.—British Wireless.

THE EXTRADITION PROBLEM.

(Continued from Page 1.)

Extradition Demands.

Paragraph (3) of Section 4 of the principal Ordinance provides that a fugitive criminal shall not be surrendered unless an engagement is given against his being tried for an offence "other than the extradition crime on which the surrender is demanded." Demands are sometimes made before the facts are completely known. Further, the categories of English law and Chinese law do not necessarily fully correspond to one another. It is possible accordingly that the requisition may describe a crime which differs in certain details from the crime subsequently disclosed by the evidence. The surrender is eventually made in respect of the crime disclosed in the evidence, and it is to that crime that the proceedings in China subsequent to surrender should be confined. Accordingly Section 4 of this Ordinance substitutes the words, "other than the extradition crime or crimes proved by the facts on which the surrender is granted" for the words in the present section, "other than the extradition crime on which the surrender is demanded." The phrase now substituted is in fact the phrase used in the English Extradition Act, 1870.

The Requisition.

Section 6 of the principal Ordinance provides that the Governor may issue his order to the magistrate upon receiving a requisition by a "Chinese authority." It is arguable that this means that the authority making the requisition must have been previously declared by the Governor to be a "Chinese authority." This was not the intention when drafting Ordinance No. 17 of 1927, and, whatever the soundness or weakness of the argument may be, it seems desirable to set the doubt at rest. The new Section 6 which is substituted by Section 5 of this Ordinance, therefore, is intended to make it clear that the declaration of the Governor may be made either previously or subsequently.

Section 18 of the principal Ordinance, as amended by Ordinance No. 17 of 1927, provides that every fugitive criminal whose surrender is demanded shall be deemed to be a national of China unless he proves the contrary. Now the term "fugitive criminal" is defined as meaning a national of China who is accused of an extraditable crime. It seems therefore more correct to substitute the word "person" for the words "fugitive criminal" in Section 18 of the principal Ordinance, paragraph 1, as to avoid the possible phrase, "a national of China accused of an extraditable crime shall be deemed to be a national of China unless he proves the contrary." The phrase of the amended section will be a "person accused under this Ordinance of an extraditable crime shall be deemed to be a

WAR LOAN FRAUD SEQUEL.

EMPHATIC DENIAL BY
HUGO STINNES.

NO KNOWLEDGE OF USE FOR
ILLEGAL PURPOSES.

FINANCED A GROUP.

Berlin, Aug. 31.
Herr Hugo Stinnes, son of the late Herr Hugo Stinnes, who was Germany's greatest magnate of the post-war period, interrogated by the Judge in connexion with charges of alleged fraudulent conduct in the registration of newly-purchased War Loan, absolutely denied that he was aware that the money with which he provided Von Waldow, his secretary, to purchase War Loan was being used for illegal purposes.

He says that, at the suggestion of Von Waldow, he financed to the extent of £20,000 a French group which possessed a large amount of Loan, and it was only subsequently that he learned that the group consisted of three foreigners who founded the Company in Paris for the sole purpose of buying German Government securities.

French Deputy's Bonds.

These persons in Paris signed affidavits that they were original holders of German War Loan and were consequently entitled to higher revaluation than new holders. He stated that a former French Deputy declared that he owed 28,000,000 Marks worth of War Loan.

Von Waldow has been provisionally released but the indictment against him still stands. His lawyers state that "he protected Stinnes until the authorities discovered from other sources Stinnes' participation in the matter."—Reuter.

The Alleged Fraud.

A message of yesterday stated that the fraud complained of consisted of buying German war stock abroad and registering it in Berlin as original War Loan stock which had not changed hands since the 1918 revolution, and which had consequently been revalued by the Government, whereas all stock which has changed hands since 1918 is practically worthless.

Von Waldow, who was arrested some weeks ago, declared that Stinnes was aware of the projected frauds, but Stinnes has denied the accusation.

national of China unless he proves the contrary."

Four New Sections.

Section 7 of this Ordinance adds four sections to the principal Ordinance. The new Section 21 provides that the requisition shall be transmitted by the Governor to the Crown Solicitor and shall be admissible in evidence without proof upon production by the Crown Solicitor or any police officer not below the rank of sub-inspector.

The new Section 22 provides that no objection to surrender is to be taken on the ground that no warrant has been issued in China for the arrest of the fugitive criminal, or on the ground that no accusation has been made against him in China. This is to meet an argument raised in Re Sun Ah Wan (1910) 5 H.K.L.R. 33, and in Re Lo Seung (July, 1918). It is true that in Re Sun Ah Wan the court pointed out that the Hongkong legislature had apparently deliberately departed from the English Extradition Act, 1870, on this point, and expressed the view that a formal accusation in China was not a precedent necessary for surrenders, but that view was stated only obiter. In Re Lo Seung the argument in question was overruled, but there is no report of that case. It is therefore thought better to place the matter beyond doubt.

The new Section 23 provides that no objection to surrender is to be taken on the ground that the extradition crime is not described in the requisition, or in the Governor's order, or in the magistrate's warrant, or order, in the technical terms of English law. Even in simple cases like murder or larceny the connotation of the Chinese term probably differs in details from that of the English term, and such technical distinctions as that between larceny and embezzlement may be wholly unknown to Chinese law. It ought to be enough that the documents referred to describe offences, or recte facts, which are of amount to substantially the offences for which the surrender is granted.

The new Section 24 provides that where the extradition crime was committed on board a Chinese ship the fugitive criminal may be

CHINA TO JOIN PEACE PACT.

JAPAN INTERESTED IN U. S. INVITATION.

IS IT RECOGNITION?

Shanghai, Aug. 31.
At a conference of the Nanking Nationalist Council to-day it was decided that China shall become an adherent to the Peace Pact. Reports from Chinese circles state that the Japanese Government is paying much attention to America's request to the Nationalist Government to join the Peace Pact, seeming to entertain the idea that the gesture may be interpreted as the U.S. recognition of the Nationalists as the representative Government of China.

Marshal Li Chai-sum.

Shanghai, Aug. 31.
It is stated that Marshal Li Chai-sum has wired Mr. Chang Ching-kiang, Nanking Moderate politician, that he is leaving Hangchow to-night for Shanghai.

Confirming the above message, a Hangchow report says that Marshal Li Chai-sum, Mr. Tai Chi-tao and nine of Marshal Li's subordinates, with 30 bodyguards, are leaving Hangchow to-day for Shanghai, Fengtien-Nanking Rapprochement.

Shanghai, Aug. 31.

It is reported that General Chang Hsueh-ling, of Mukden, has telegraphed to Marshal Chiang Kai-shek, the Nationalist Commander-in-Chief, saying that the Manchurian Government has made up its mind to join the Nationalists by hoisting the Nationalist flag on November 1st.

Mining Area Quiet.

According to naval wireless messages received in Hongkong this morning, about 6,000 troops under General Chang Chin-yao moved into the Tongan district on Thursday. The mining area continues quiet.

A friend's visit was paid to the Kailash Mining Administration on Thursday by General Chu Yu-pu who was shown round the mines. Some Fengtien troop movements have taken place outside the Wall.

Arrive in Shanghai.

Shanghai, Aug. 31.
Dr. Wang Chung-hui, the Minister of Justice, and General Hsu Chun-chi, the former Canton Commander-in-Chief, both arrived in Shanghai this morning.

Japanese Killed.

Peking, Aug. 31.
The Japanese who were captured by bandits at Wanhshien last May and for whose release demands for a huge ransom were frequently made, were killed on July 17 about 200 miles north of Wanhshien.—Reuter.

THE CRACKER-FIRING NUISANCE.

PROTECTING PATIENTS OF
THE G. C. H.

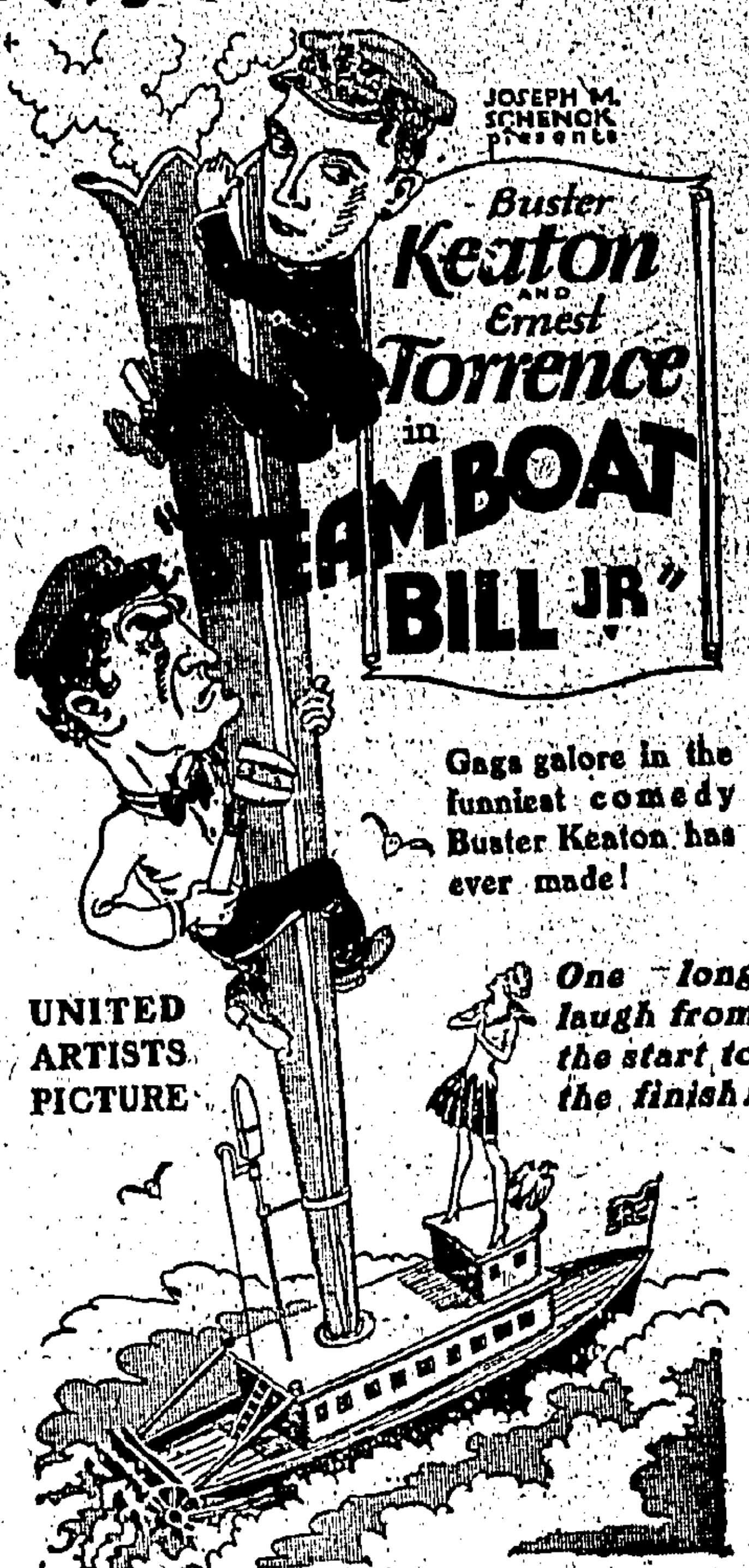
The Gazette notifies that, owing to danger likely to accrue to patients at the Government Civil Hospital, no application, under Ordinance No. 3 of 1888, for permission to discharge fireworks will be entertained if such application relates to any place or spot within the following area:

All that area within and bounded by a line along the whole of Ko Shing Street to its western end or junction with Des Voeux Road West, thence along Des Voeux Road West to its junction with Centre Street, thence along Centre Street to its junction with Bonham Road, thence along and including Bonham Road to a point found by producing the eastern boundary of Pound Lane, then to and along and including Pound Lane, thence along and including Hollywood Road West, thence along Queen's Road West to its junction with Queen Street, thence along Queen Street to its junction with Ko Shing Street, the point of commencement. The course of the said line is such that boundary streets and roads not specifically included in the area lie outside it.

Mr. Frederick Maurice Powicke, Professor of Medieval History in Manchester University, has been appointed Regius Professor of Modern History at Oxford, in succession to the late Mr. H. W. C. Davis.

surrendered to any Chinese authority that in the opinion of the Governor will have jurisdiction to try the crime. Without such a provision it might be difficult in the present state of China to know to what authority the accused should be surrendered.

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One long laugh from the start to the finish!

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Simply bursting with girls, guile and gales of laughter—A surprise comedy with a terrific tornado for its crashing, tearing climax!

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THE return of a splendid film based on the story which inspired the famous opera!

A film production of gorgeous beauty, the glorious sacrifice of a mighty passion. You'll call this a great film too!

LILLIAN GISH AND **JOHN GILBERT**

IN **Bohème**

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Orchestra 5.15 and 9.20. Interceptor 2.30 and 7.15.

MYSTERY—ROMANCE—INTRIGUE!

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The TELEPHONE GIRL

MADGE BELLAMY, HOLBROOK BLINN, WARNER BAXTER, MAY ALLISON AND LAWRENCE GRAY

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